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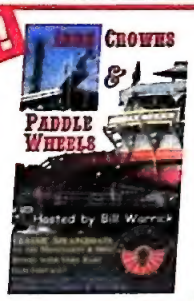

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Editor's Page

Cherishing the fleeting past

SO OFTEN, the present slips into the past without our noticing. Just where *did* all those rotary telephones go? Where's a full-service gas station, with mechanic on duty, when you need one? And when was the last time you bought tickets at the sidewalk box office of a storefront movie theater? We rarely notice such commonplace objects and practices until they're gone.

In railroading, today is always becoming yesterday, last year, decades ago. The transition often goes unnoticed, and unrecorded, by those present, leaving little evidence for future generations. So we're extremely grateful to those who recognized that what was before them was about to become history, and set about documenting the passing.

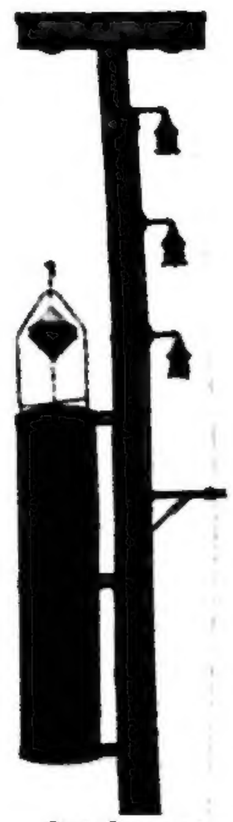
Even in their last years, the ball signal installations in Vermont must have seemed as much a part of the landscape as covered bridges and white frame churches. Fortunately, Jim Shaughnessy realized these relics from the earliest days of railroading were about to disappear, and began studying and photographing them [page 22].

Ball signals have slipped into the past, but not unnoticed.

Tied to the rhythm of the seasons, the Great Western's use of steam locomotives during the annual sugar-beet rush was an event one could count on. But with steam vanishing all across the nation, railfans like Senior Editor Dave Ingles, Ken Crist, and others made sure they witnessed the show on the plains of Colorado [page 32].

By the early 1960's, Pennsylvania Station was part of the fabric of New York. Its demolition was nearly incomprehensible . . . which in part is why there were so few protests against it. John Stellwagen's photo on page 98 is all the more haunting because somewhere out of view workers were tearing the place apart.

Robert S. McGonigal



JIM SHAUGHNESSY

ClassicTrains
THE GOLDEN YEARS OF RAILROADING

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ON THE COVER: The ball signal at Bellows Falls, one of several such relics in Vermont in the 1950's, guards the passage of Boston & Maine 4-6-2 3681 (page 22). Robert Willoughby Jones collection.

RIGHT: "Notable 90" of the Great Western Railway of Colorado, the only 2-10-0 among the line's last four steam locomotives, moves empty sugar-beet cars in November 1958 (page 32). Ken Crist photo.

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Contributors

Ken Crist [photos in "Bringing in the Beets," pages 32-37] was born into a railroad family in Denver in 1940. After high school, he attended the University of Colorado and went to work at the Colorado Railroad Museum. The lanky Ken could regularly be seen driving his tiny Austin Healy Sprite around Colorado to photograph trains. In 1961 he was one of the founding members of the NRHS Intermountain Chapter, and later served as the group's president. In the late '60's he worked as a systems analyst at the Gates Rubber Company. He married in 1972 and in 1977 moved to Santa Fe, N.Mex., with his wife and two young children. He died after a brief illness in 1980. Ken's photos illustrated "Steam's Last Stand on the Colorado & Southern," written by his longtime friend Hol Wagner, in our Fall 2002 issue.

Neal R. Fink ["Wabash's Phantom N Class," pages 68-73] is indebted to Van McCullough and George Drake Sr. for their assistance with his story. McCullough was a fireman during the steam-to-diesel transition on Wabash's Keokuk (Iowa) branch, where he "baled in the lampblack" on the F-4 Moguls in the railroad's final steam operation, in 1955. Drake was roundhouse foreman at Columbia and Moberly, Mo., during that time. The side elevation for the proposed 2-10-4 [page 71] was preserved by Drake and made available to Neal by McCullough. Neal lives in Troy, Mo.; this is his first CLASSIC TRAINS byline.

Gordon Glattenberg ["Trestles and Tunnels Along the Border" pages 74-81] is a retired mechanical engineer and a lifelong resident of southern California. He took his first Kodachrome slides in 1955, and has since visited all 50 states as well as 43 countries, but his favorite destinations are in the deserts of the American Southwest. The spectacular scenery and railroad in Carrizo Gorge, and the challenging access there, led to several hiking trips (and one ride on a bulkhead flatcar) in the 1960's. Gordon lives in Santa Clarita, Calif.; this is his first byline with us.

John Gruber ["Warren McGee's Montana," pages 38-45], of Madison, Wis., is contributing editor of CLASSIC TRAINS, former editor of *Vintage Rails* magazine, and president of the Center for Railroad Photography & Art.

W. L. Gwyer ["The Pittsburgh Train," pages 54-61] recently retired from Burlington Northern Santa Fe after a 37-year railroad career. Bill's positions ranged from telegrapher to rules examiner to trainmaster to chief dispatcher. He graduated from John Carroll University in 1964, aided by summer jobs on the Rock Island as a towerman and agent-operator. Of his extracurricular railroad activities, Bill says, "In the last decade, my interests have been directed toward history and international travel. I have been lucky enough to see steam on four continents and ridden trains as diverse as a French TGV and the *Trans Karoo* in South Africa. I am also a keen model builder with a growing collection of Great Western Railway (of Britain) O-gauge steam locomotives." This is his third CLASSIC TRAINS byline, following articles on the Pittsburgh & Lake Erie [page 14, Summer 2002] and the Erie Railroad's SN tower near his boyhood hometown of Warren, Ohio [page 88, Winter 2002].

Tom Hoffmann ["One Day at . . . Ft. Worth, Texas," pages 62-67], who grew up in the Milwaukee area, traces his interest in railroads to visits to his godmother's house in Racine, which was across the street from the North Shore Line tracks. A graduate of the University of Wisconsin, he began taking railroad photos in 1963. After his 1967-70 hitch in the Air Force, Tom entered the insurance claims business and also joined the Air National Guard's 128th Air Refueling Group. He has served as treasurer of the Wisconsin Chapter, NRHS, since 1986. He lives with his wife, Beth, in Waukesha, Wis. This is his first CLASSIC TRAINS byline.

Ed King ["The Greatest Show on Earth," pages 14-18] is a retired railroader whose varied career spanned 1956-97. An accomplished book and magazine author, Ed has had four previous bylines in CLASSIC TRAINS.

Jack Price ["Tired Locomotive," pages 46-47] hired out with Illinois Central as a fireman in 1936 and was promoted to engineer in 1951. His last regular passenger assignment was on IC's *Governor's Special* between his home terminal of Clinton, Ill., and Springfield. Jack retired from train service in 1976. He and his wife, Dorothy, live in southwestern Indiana. . . . **C. Kevin McCabe** grew up in Springfield where, as a high-school student, he got to know Jack Price. Today, Kevin is a trial attorney concentrating in transportation matters, and has represented numerous railroads and rail museums. He has served multiple terms as president and a director of the Illinois Railway Museum at Union and is an active steam engineer at IRM. Kevin lives with his wife, Linda, in a western Chicago suburb. His collaboration with Jack Price in this issue is the first appearance in CLASSIC TRAINS for both of them.

Jim Shaughnessy ["Ball Signals of Vermont," pages 22-31] is one of the most talented and prolific photographers of the steam-to-diesel transition era. This is his fourth byline in CLASSIC TRAINS, and he was the subject of our Fall 2001 "Great Photographers" installment.

Some collect slides of Diesels, others love steam. Some collect slides of railroads recalled from childhood. We know passenger train fans, and fans of traction, steel roads, colorful Bicentennials, vintage MofW, caboose and old stations. If, like us, you're nuts about trains, you can build your own very special collection of original train slides by visiting out website: **trainutz.com**
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Australia

Photo line with a mission

The fellows lined up to take pictures on a fine western New York fall day in 1966 could not have known it, but photos of their subject—Livonia, Avon & Lakeville 2-8-2 No. 17—were destined to become rare. Built by Baldwin in 1924 as oil-burning Savannah & Atlanta 504, the light Mikado migrated in the mid-1950's to West Virginia's Elk River Coal & Lumber Co., an affiliate of the famous Buffalo Creek & Gauley. Renumbered ERC&L 17 and converted to coal, the engine worked there until 1959. BC&G quit in 1965 and its engines were scattered, with No. 17 heading further north, to the 13-mile Livonia, Avon, & Lakeville south of Rochester, N.Y. Formed in 1964 to provide freight service on a former Erie Railroad branch, the LA&L acquired No. 17 for tourist trains. Relieved of an ungainly, long-disused feedwater heater atop her smokebox and mated with an ex-Pennsy tender, the Mike enjoyed a brief heyday performing for audiences such as this. But by May 1968 she was sidelined, in need of costly firebox work. LA&L got another steamer (ex-Huntington & Broad Top 2-8-0 No. 38), and sold No. 17 for scrap; she was cut up at Lakeville in the 1970's. LA&L ceased excursions in 1977, expanded in the Conrail era, and today is known for its Alco diesels. Thanks to those sharp Centurys and RS's, photo lines may still be seen along the LA&L, but Mikado 17 lives on only in railfan slide and print collections.

LINN H. WESTCOTT

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America's Railroad(s)

Your Summer 2003 issue triggered many memories of the Baltimore & Ohio [pages 20-71], and of the Denver & Rio Grande Western ["Rocky Mountain Railroader," pages 86-91]. I grew up in Plainfield, N.J., and have many photos of the B&O, but one of the most vivid memories occurred in July 1944.

I was a green 18-year-old on a troop train from Fort Dix, N.J., to Wichita Falls, Texas, and as usual was on KP. I was peeling potatoes in the doorway of a kitchen car when we passed Terra Alta and started down Cranberry Grade. As we hit Salt Lick Curve with a 7600 (EM-1) on the point, an eastbound passenger with two Pacifics and an eastbound coal train with two 2-8-8-0's were also on the curve, and all five engines lined up in a row with perfect spacing. I had no camera, but the picture is still vivid in my mind.

While at the Air Force Photography School at Denver, and later while at the University of Denver, I spent a lot of time on the Moffat Line. It was possible, and easy, to get a ride on a helper up to Moffat Tunnel and back. I spent several nights at the Tolland station and had one eventful ride down to Denver when we lost all the air on the 3400 at Rollinsville, and came down using the reverse and steam to control the speed. The instruction from the engineer was that if we got over 20 mph, bail out.

Ralph Hallock
Hayden, Idaho

Bravo, America's Railroad. Having been born about one mile from the Thomas Viaduct, I found this issue of CLASSIC TRAINS to be the best one yet, but then, I do have a prejudice.

Two minor corrections, please: The caption on page 55 on dome cars states correctly that three were bought from the C&O, but only two were for the *Capitol Limited*; the other one was used on the *Shenandoah* between Washington to Chicago.

The caption on page 52 identifies the *Cincinnatian*'s eastern terminus as Washington; it was Baltimore. Comparing this picture with that of the same locomotive and its consist on page 42, as well as comparing both with the photo on pages 40-41, tells the story of why the *Cincinnatian* was unable to generate revenue when it was an eastern train. Those 5300-series Pacifics, which didn't need help pulling the five-car *Cincinnatian*, couldn't carry any head-end business in the mountains, but could do so in Ohio

Floyd K. Warwick
Baltimore, Md.

Your coverage was excellent, as usual, but you left this fan of the Baltimore & Ohio cold when you failed to include a color photograph or drawing of its "Time Saver" and colorful "Sentinel Service" boxcars. Also missing was a photo of the company's wagon-top caboose, almost as famous as its wagon-top boxcar [page 27].

Gary L Gross
Groveport, Ohio

¶We couldn't include "everything," and would respectfully point out that a wagon-top caboose shows up in the Bruce Fales photos on pages 46 and 47, but will this photo [below] salve your wound? If not, check out the feature on the wagon-top cabooses, with photos and side-elevation drawings, on pages 60-65 of August 2003 MODEL RAILROADER.—J.D.I.

Rare off-line sighting

L. L. Coots' photo of the eastbound B&O freight at Tunnelton, Ind., on page 53 is as interesting as it is rare. The second car behind the ART refrigerator car is one of the Missouri Pacific's "Eagle Merchandise" cars. These were in a captive service of sorts and rarely ventured off-line. Stenciled in the upper corners of the cars were strict instructions that the cars were not to be interchanged, but MoPac had carload l.c.l. agreements with various roads which allowed the cars to be interchanged instead of the contents transloaded.

Tony Fey
Overland Park, Kans.

Late steam out of Grand Central

Dave Ingles' B&OCT article, "Invisible Stagehands" [pages 36-39], was of particular interest. I never saw those 0-8-0's, but my dad took me on a fan trip out of Grand Central on November 5, 1961. This was the first trip for Dick Jensen's newly rebuilt Grand Trunk Western 4-6-2 5629, which was lettered B&OCT for the day. The consist was a dozen heavyweight cars in classic B&O blue and gray, plus an open gondola.

The route was west out of Grand Central to Forest Park with a movie run at Des Plaines Avenue, then on west on the Chicago Great Western to Bellwood. A passenger Geep, 3405, pulled us up the ramp onto the IHB belt line, and stuck with us south via McCook and the B&OCT to Barr Yard for a servicing

Somewhere in Ohio in 1958, a B&O wagon-top caboose rested with F7's. Love those markers!

JOHN S. INGLES; J. DAVID INGLES COLLECTION

stop. We then went on into Indiana, with another movie run and service stop at East Chicago. The return trip was from Blue Island north through Forest Hill Junction and Brighton Park to Grand Central.

Lou Gerard
Chicago, Ill.

¶ It's a small world. My dad and I drove over from our home in Dearborn, Mich., and were joined by other railfan friends, from Michigan and South Bend, Ind., to ride the same trip!—J.D.I.

My favorite photo

Summer 2003 CLASSIC TRAINS is another winner. The Bruce D. Fales fold-out photo on pages 43-44 in "Thunder on the West End," of B&O EL-5a 7133 boosting tonnage, is my all-time favorite locomotive photo. It shows business, brawn, and beauty, all in one.

Jim Young
Martinez, Ga.

Long live the "Great Weedy"

I am sure you will get a ton of mail on the B&O stories, but I must point out a caption error you made on page 18 in H. Roger Grant's fine piece on the Chicago Great Western ["Fallen Flags Remembered: A Poor Road That Lived by its Wits," pages 14-19].

The caption says SC No. 6 is heading for Waterloo on the Cedar Falls branch. The branch did not enter the city limits of Waterloo; it began at Cedar Falls Junction, halfway between Waterloo and Hudson, and was about 7 miles long. The photo looks to be taken along Main Street (my best guess is about at 23rd Street) in Cedar Falls. The train is northbound, coming from the junction to the yard area.

Nick Tharalson
Marion, Iowa

I spent my early years along the CGW's tracks near Lincoln, Iowa. I remember the wail of an F unit's horn in the silient aftermath of a January blizzard, and the searchlight-like swinging of a Mars light amidst the flashing glow of fireflies on a humid summer evening. Who could forget trying to get the milk cows across the track by throwing

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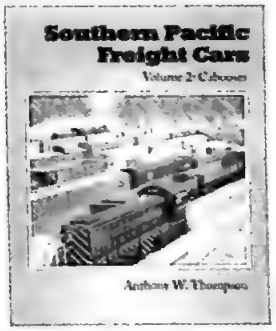

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handfuls of road gravel before the distant horn became a terrifying train rounding the bend.

The Des Moines Sub was abandoned by our farm in the late 1980's, and also abandoned were my hopes of having my ashes scattered along it someday. CGW is only faint memories now, but it will always be among my fondest.

Jim Martens
Sandy, Ore.

In listing extant CGW trackage, you forgot the portion at Byron, Ill., which leaves the old Milwaukee Road (now IC&E) main line at Byron, goes through town and across the Rock River, parallels Route 72 for a while, and then turns south, away from the CGW main, to the Byron nuclear power plant.

David Lemke
Arlington Heights, Ill.

Roger Grant's CGW article brought back many fond memories. I grew up in Dubuque, Iowa. My father, James C. Lorden, was a CGW switchman and the foreman on the night shift. My grandfather, Jerry Lorden, was a trainmaster on the Oelwein-to-Chicago line and in later years a passenger-train conductor there. I rode with my grandfather many times, occasionally on a gas motor car similar to the one pictured.

In 1944, just prior to my 15th birthday, I got a job as a "gandy dancer" on the CGW, and worked on this job the entire summer. I never did get the hang of the spike maul, but I was sure in shape for football that fall after carrying rail and ties and tamping roadbed. That was our last summer in Dubuque as my dad tired of the long, cold winters, and we moved to California. He went to work for, and retired from, the Oakland Terminal Railroad that did the switching for Western Pacific and Santa Fe in the harbor area.

Tom Lorden
Tustin, Calif.

By trains, and bus, to Jamborees

Steve VanDenburgh's "A Boy Scout's Monumental Adventure" [pages 76-85] brought back memories of the three Jamborees I attended as a Scoutmaster. We traveled by special train from Illinois to all: B&O to Valley Forge in 1957; CB&Q to Colorado Springs in 1960; and CB&Q and GN to the 1967 World Jamboree at Farragut State Park, Idaho.

The latter was in a 22-car train, all sleeping cars plus two "picnic cars" (baggage cars with picnic tables) and a full-length observation lounge car. I counted six railroads represented in the consist, but most cars were CB&Q, GN, and NP. The scouts were assigned three to a bedroom and two to a roomette (many would unroll their sleeping bag and air mattress to sleep on the floor); as a leader I had my own roomette.

We boarded at the Hoover Scout Reservation at Yorkville, Ill., on a CB&Q branch near Aurora, and proceeded to Seattle via CB&Q and GN. After two days of sightseeing, the train took us to the Jamboree site. On the way home, we had a short stopover at Glacier Park, and the trip terminated in Chicago.

Thomas D. Allen
Chicago, Ill.

We went from Florida to Irvine, Calif., in 1953 for the National Jamboree. I wish I could have taken a train, but we went by chartered Greyhound. I was able to see many trains from the bus, however, including IC steam in Mississippi, PCC streetcars in Dallas, Rock Island diesels in Tucumcari, N.Mex., and my first Santa Fe Warbonnet diesel near Albuquerque, as well as another one up close in Gallup. I took my first railroad picture somewhere in Arizona, from the bus on Route 66.

William Kritzky
Slidell, La.

Thanks for a great article. There is a small error in the photo caption on page 80. Valley Forge Park was close to my home, and I spent many hours at the Reading station there, which is on a curve. The photo was taken at Port Kennedy, where the little Port Kennedy Railroad branched off to serve a quarry.

Eric Benson
North Kingstown, R.I.

It's not gaudy, it's design!

The "Classic Year" department for 1955 [pages 96-97] made note that the pictured New Haven EP-5 electric loco-

motive was painted in a gaudy paint scheme designed Patrick McGinnis's wife. No. It was designed by Herbert Matter of Knoll Associates. The Swiss-born Matter was an accomplished photographer and a premier modernist graphic designer. Some of his work can be seen today at the Museum of Modern Art in New York.

Mrs. McGinnis commissioned Knoll to provide the New Haven with updated paint schemes and a new corporate identity. Out of this endeavor came the famous "stretched NH" logo. The enlivening EP-5 color pattern helped bring the railroad into the creativity of mid-century design and away from the turn-of-the-century stodginess exemplified by its dark-green-and-pinstripe livery.

It is unclear why Lucille McGinnis selected Knoll Associates for this design task, but the resulting effect made the old railroad aristocrat of the Northeast a little more "hip."

Chuck Crawford
Alexandria, Va.

Tom McNamara's photo of the NH "Jet" [EP-5] is spectacular! I well remember the Jets and their distinctive sound that gave them their nickname. When I worked for the NH in 1968, it intrigued me to watch a Jet haul 15 cars effortlessly, while a single FL9 struggled with 6 cars on West Haven Hill.

Richard L. Abramson
Trumbull, Conn.

Turn up the volume

It would appear there is an error in the first two issues of CLASSIC TRAINS this year. They are listed as "Volume 3," but I feel sure they are in Volume 4. Since I bind my copies, I pay particular attention to that.

Philip M. Catalano
Bradenton, Fla.

¶You (and several other observant readers) are indeed correct.—R.S.M.

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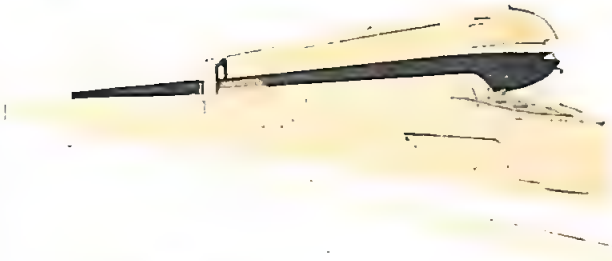

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The greatest show on Earth

By Ed King

Norfolk & Western fans were cultish, in more ways than one

JOHN KRAVE

N&W 2181, one of the first batch of 17 postwar Y6b 2-8-8-2's, is eastbound at Thacker, W.Va., with 150 coal cars on a June 1958 morning.

EVEN THOUGH the Norfolk & Western Railway lost its identity in the 1982 merger with the Southern Railway that formed the Norfolk Southern Corp., N&W even today still has a tremendous following. As with many roads whose "flags fell" in the modern merger movement, N&W's fans are almost "cultish," like those who worship Elvis, film goddess Marilyn Monroe, or movies such as *Casablanca* or *The Rocky Horror Picture Show*. And if N&W fans are a cult, I'm a member.

Such adulation seems inappropriate for a railroad of only 2100-odd route-miles, most of it extending through a mountainous, but not spectacularly scenic, region. Its following, of course, is largely explained by the fact that N&W was the last major railroad to dieselize.

Let me make one thing clear—this is the "real" N&W I speak of, not the one which itself became a pioneer in the about-to-snowball merger movement by acquiring its smaller neighbor, Virginian Railway, in 1959, and five years later absorbed two lean, mean, Midwestern neighbors, Nickel Plate and Wabash.

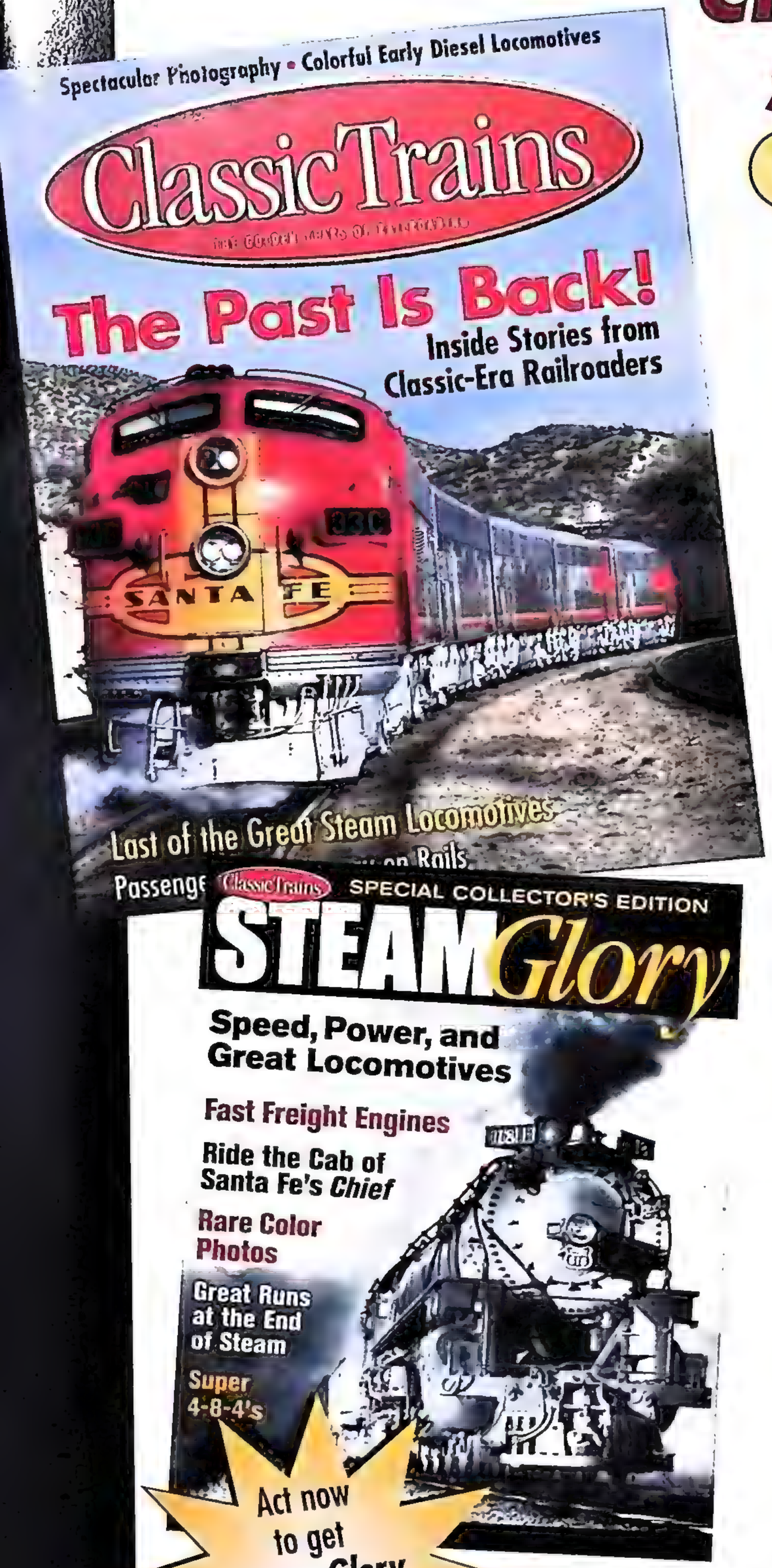
Those of us who were drawn to N&W's smoke and side-rod display in mid-century were late-comers, though. By then, N&W had a base of hard-core fans who didn't know, or care, what pulled its trains—its stockholders. They were the first N&W cult.

Expansion put the little Pocahontas coal railroad into bankruptcy in 1895. It was reorganized in 1896 in excellent financial condition under a strong management with a single aim—to make money for its stockholders.

The managers made another decision that would have a far-reaching effect on the railway—they would hire promising young men out of colleges and universities and put them to work on the ground level, pay them well, and allow them to move up through the ranks. Then, 20 or 25 years later, when the railroad needed a vice-president of transportation, coal traffic, or operations, it had a cadre of college-educated railroaders who knew what made the wheels go 'round. The railway followed this policy until 1957, when Stuart Saunders, a lawyer, was made president. Saunders' predecessor, Robert H. ("Race Horse") Smith, a graduate of Princeton University, had started with N&W as an axeman on an engineering department surveying gang, and had worked his way up through the engineering ranks and into the operating department.

Norfolk & Western did indeed make money, in a fashion that belied its physical handicaps and confounded its critics, never missing a dividend even during the Great Depression. It had the worst gradients of any of the three so-called Pocahontas roads (Virginian and C&O were the others), a fact that pundits ignored when they'd say, "N&W makes money hauling coal downhill." N&W made up for this handicap with extremely astute operating practices. A policy of "profits through operating efficiency" never let N&W down. It might well have been the most profitable (gross income carried over to net) railroad in the world from the time it emerged from bankruptcy in 1896 until the 1982 NS merger.

In 1900, the Pennsylvania Railroad acquired stock control of N&W in an effort to stabilize a maze of export coal



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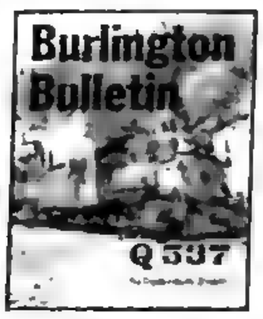

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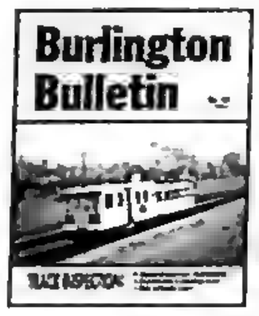

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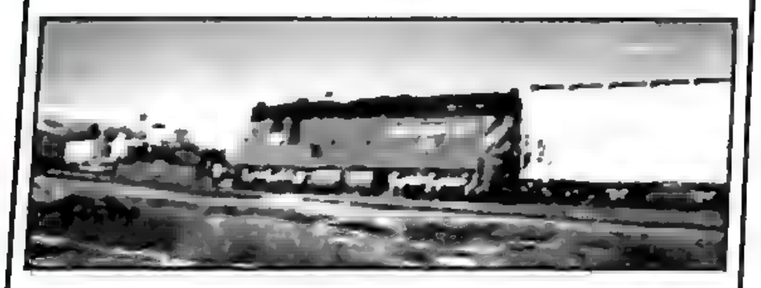

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Duplicating the author's evening *Pelican* experiences is J-class 4-8-4 603 with the eastbound *Tennessean* at Blue Ridge, Va., on the last day of 1957. Note the Southern Railway RPO car.

rates over the eastern seaports. Pennsy kept this control and profited mightily from it (PRR fans are loath to discuss how much of its self-proclaimed status of "Standard Railroad of the World" was paid for with N&W dividends) until forced to divest in 1964 because of its upcoming merger with New York Central and N&W's with NKP and Wabash.

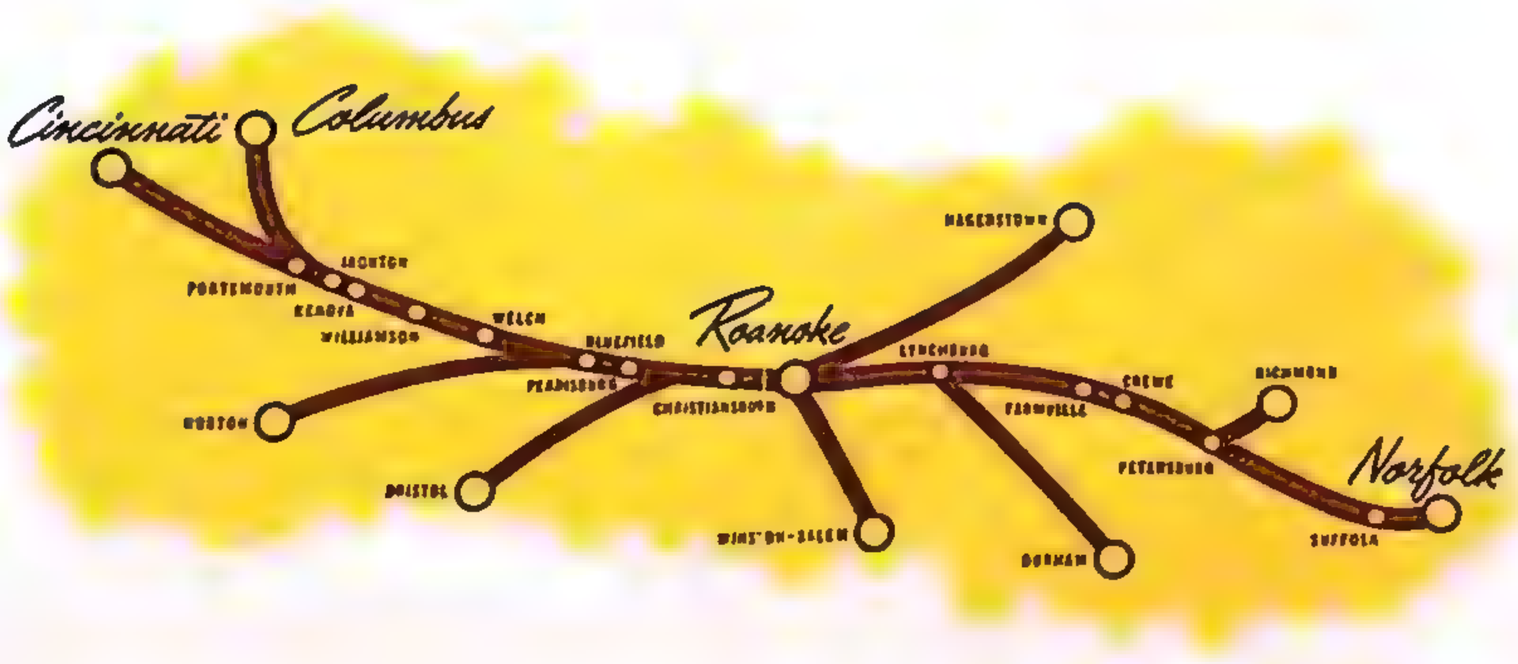
(The two mergers were related. N&W purchased the NKP but took a long-term lease of the Wabash, and three smaller Class 1's were also involved: Akron, Canton & Youngstown; Pittsburgh & West Virginia; and Wheeling & Lake Erie, leased by NKP since 1949.)

In acquiring NKP and Wabash, N&W broadened its traffic base by reducing its traditional dependence on coal. Nickel Plate and Wabash were both time-freight-oriented and were fierce competitors in lucrative markets, including automotive traffic. To acquire them, though, N&W had to buy a 111-mile connecting link from PRR, from Columbus through NKP's hub of Bellevue, Ohio, to the Lake Erie port of Sandusky.

Further N&W merger efforts languished among rumors through the '70's. N&W+C&O was considered (and some N&W diesels renumbered to mesh), as was N&W+ATSF, but nothing else happened until the 1982 NS creation, forced by the formation of neighboring CSX.

When you're growing up in an N&W town—Bristol, Va., in my case—and being taken to the passenger station and the roundhouse before reaching school

Coalfields to the west and Tidewater to the east, Roanoke, Va., was the hub of the "real" N&W.



age, though, all these "railroading in the abstract" items mean nothing. Your sense is one of awe.

For instance, it would be decades before I had an idea of the efficiencies produced in an N&W Y6 2-8-8-2 by virtue of its 300-pound boiler pressure. I only knew, then, that when my grandfather led me past one of them in the roundhouse and the safety valve popped, it was all I could do to not, er, have an accident. But years of these experiences melded into an impression of just sheer beauty, and drew me into the N&W cult at an early age.

I would watch the eastbound *Pelican* leave town at 8 o'clock in the evening, and then get into the car with Mom and Dad to be driven, quickly, about 10 miles up the road to the top of a little knoll overlooking the railroad. (The *Pelican* was one of three Washington, D.C., trains N&W ferried for the Southern between Bristol and Lynchburg, Va., on their way from Memphis, Birmingham, or New Orleans.) We could see the lights of the train as its class J 4-8-4 topped Wyndale Hill, headlight leading the way. A short distance behind was a bright yellow line on a slant above the track (which I later learned was light from the space between the bottom of the J's grate and the ashpan). Then came the eight square lights of the mail car (two doors, six windows), a couple of express cars with lighted door windows, and the coaches, diner, and Pullmans, punctuated by the classic kerosene marker lights. All this was overlaid by the sound of a gruff exhaust making hash out of a 65-mph speed limit.

I knew nothing, then, of profits or operating ratios or widows living well off their N&W dividends, and couldn't have cared less.

ROBERT HALE

CLASSIC TRAINS COLLECTION

A big show "unrivaled for the day" (top): War-baby A-class 2-6-6-4 1231 is helped upgrade by a Y-class in 1957. N&W's first diesels, in 1956, included four each EMD GP9's and Alco RS3's (above).

In later days, I used a Harley-Davidson 125cc motorcycle for home-to-school, good for about 45 mph, with two speeds: stop and go. An extracurricular activity one afternoon saw a laughing engineer Roy Harrell run away from me with his Y6 on time freight 88 down the hill into Glade Spring, Va. Returning home, I was just in time to have engineer Joe McNew do the same, westbound down Wyndale Hill, on 4-8-0 382 with the Abingdon Branch train.

Nothing was better than sitting on a box in the open door of the express car on that "time-warp" Abingdon Branch mixed train and watching and listening to the Twelve-Wheeler mauling its modest tonnage up White Top Mountain, exhausts echoing up and down White Top Creek. Watching the machinery of those 4-8-0's in the curves was mesmerizing.

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H. Reid and A.A. Thieme

"Nothing was better . . .": M-class 4-8-0 495 skirts a tobacco field near Taylor's Valley with the Abingdon Branch mixed train in August '51.

The two rear drivers, with their rods, seemed to have a life of their own, and the Baker valve gear with the rear-hung combination lever was an exquisite view. Sometimes with heavy tonnage the mixed would rate a doubleheader, and once or twice there was a third 4-8-0 cut in ahead of that express car.

Trips in the mid-'50's to places like Walton Tower at the foot of Alleghany Mountain, and Blue Ridge Mountain east of Roanoke, just further cemented my fascination. To stand on the outside of Walton's curve and witness a Y6 pusher come past at a wide-open 15 mph behind 10,300 tons of coal and a similar beast on the head end was almost a religious experience. Anyone who felt that a Mallet working compound ought to have a soft, mushy exhaust would have gotten his eyes opened in short order. And the 2-8-8-2/2-6-6-4/2-8-8-2 assault on Blue Ridge with coal trains produced sensations words can't describe.

Those steamy 1950's drew the world's attention to my little coal road. The J-class 4-8-4's, Y-class 2-8-8-2's, and A-class 2-6-6-4's put on a show unrivaled for the day and probably as great as any, ever.

Nothing lasts forever, though. When changes not under the railway's control made diesel operation more profitable, the diesels came, and quickly. N&W's first eight road-switchers came in 1956, and steam breathed its last in 1960.

It is beyond fortunate that some N&W steam was saved. Class J 4-8-4 611 and A 1218 were restored to operation in the 1980's and gave many thousands of fans a glimpse of what N&W's glory days were all about. They're silent now, on display for contemplation in Roanoke; so is Y6a 2-8-8-2 2156, an example of the world's most successful group of Mallet compounds, at St. Louis' Museum of Transportation. And Twelve-Wheeler 475 hauls tourists on the Strasburg Rail Road.

You may dispute my claim that N&W's was the Greatest Show on Earth, but for me, Ringling Brothers could not trot out any tricks more fascinating, no trapeze artists more spectacular, no big-cat tamers more enthralling. Sometimes I regret not being a bit older, so I could have enjoyed it longer. Sometimes . . . ■

N&W fact file

(comparative figures are for 1929 and 1981)
Route-miles: 2240; 7803
Locomotives: 788; 1372
Freight cars: 30,222; 87,903
Passenger cars: 4767; 113 (1970)
Headquarters city: Roanoke, Va.
Notable postwar passenger trains: *Pocahontas, Powhatan Arrow*
Special interest group: Norfolk & Western Historical Society, Box 201, Forest, VA 24551; http://www.inmind.com/people/shammer
Recommended reading: *The Norfolk & Western: A History,* by E. F. Pat Striplin (N&W, 1981); *Norfolk & Western in the Appalachians,* by Ed King (Kalmbach, 1997)
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999)

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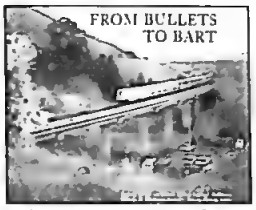

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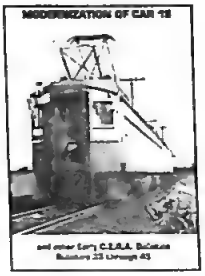

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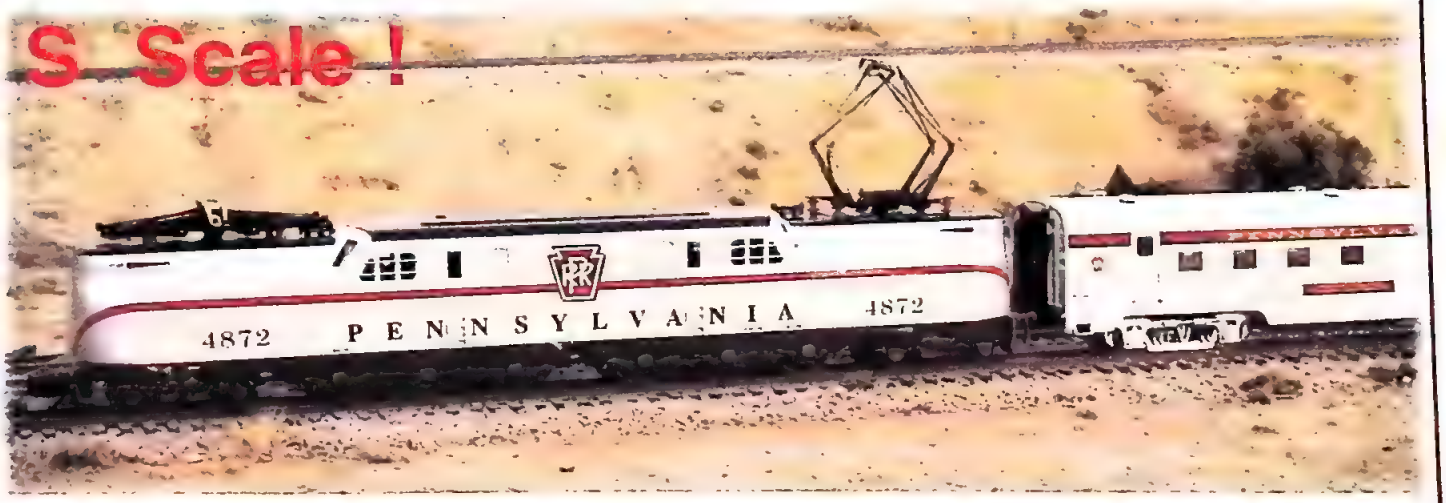

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Glory Days

EMD's soft sell

By 1950, the course of motive-power history had been settled on all but a few railroads: Diesel would vanquish steam. The only big unknowns were How fast will it happen? and Who will supply the diesels? Overwhelmingly, the answer to the second question was GM's Electro-Motive Division, which that year inked orders for locomotives totalling 3.9 million horsepower, nearly twice the *combined* total for competitors Alco, Baldwin, Fairbanks-Morse, and Lima.

Exhibiting the flair for promotion that had helped it attain this position of dominance, EMD launched a campaign on the covers of the respected trade journal *Railway Age.* In a series of 65 paintings spanning 1950-56, artist Bern Hill of New York's Knudner Agency created colorful, arresting scenes of EMD locomotives at work on many of the nation's railroads. Rather than push his client's products hard, Hill's paintings were more of a soft sell; the dramatic use of color or a novel point of view, not the locomotives themselves, dominated most of the images. Nevertheless, each scene conveyed the idea that EMD diesels were capable, handsome, and dependable.

This interpretation of Chicago & North Western E7's with a streamliner, used on the February 18, 1950, *Railway Age* cover, is classic Bern Hill. The location is typical of C&NW territory, yet can't be positively identified. The colors chosen for the surroundings are unconventional, but the train is unmistakably North Western, left-hand running and all. And there's the sunny feeling that, with EMD locomotives, all might be right with the world.—*R.S.M.*

Classic Trains collection

Ball sig

In a land rich with tradition, signals from the dawn of railroading survived into the 1950's

By Jim Shaughnessy • Photos by the author

nals of Vermont

SIGNALS HAVE BEEN A NECESSITY on railroads since the earliest days of the industry. The first recorded use of signals to control train movements in the U.S. was in 1832 on the New Castle & Frenchtown Railroad on its 17-mile line in Delaware and Maryland. The NC&F's signals were bell-shaped peach baskets suspended by pulleys from poles about 30 feet high, placed at each station and at intervals of about 3 miles. From a distance, these signals looked like balls, and they became known by that name. Ball signals were the inspiration for the term "highball," meaning all clear to depart or a clear track ahead, a term still in the vernacular of today's railroaders.

Over time, the ball signal was refined and improved. Later versions consisted of a tall pole with pulleys at the top and bottom, over which was strung a continuous chain. Ball signals were often at locations requiring more than one indication, so several wire loops would be installed in the chain to accommodate additional balls. At night, the balls would be removed and be replaced by lanterns. The chain could then be pulled to raise or lower the position of the attached balls or lanterns as needed. Attached to the pole near the top was a cylindrical enclosure, into which the balls could be lowered and thus concealed from view so as to display the desired aspect.

The number of balls or lanterns visible above the enclosure indicated what train movements would be allowed. Not only were the first "peach basket" balls not spheres, later versions generally weren't, either. Usually, they were fabricated from sheet metal. Some were shaped like a can; others were circular pieces of metal fastened together at right angles to simulate a ball when seen from a distance.

Some ball signals were modernized by adding electric light fixtures with red globes mounted permanently to the upper portion of the pole. These could then be individually lighted at night, eliminating the need to exchange lanterns for balls on the chain. Unlike other signal types, ball signals could be read from nearly any angle, making them useful as guardians of junctions or level crossings.

Running on the Boston & Maine's "Conn River Line" by trackage rights, Central Vermont 2-10-4 708 rattles the signal shanty at Bellows Falls with southbound freight 430 on June 21, 1952. Looking on is spiffy Rutland 0-6-0 106.

Romantic and useful as they were, ball signals were labor-intensive. Employees had to be on duty 24 hours a day at the site, making the signals targets for managements looking to reduce labor costs. Some Rube Goldberg-type mechanism might have been concocted to run them, but by the post-World War II era, their time had come. Most were replaced by Centralized Traffic Control, or their need was eliminated by operational changes.

Despite their obsolescence, several wonderful examples of these devices still were operating in the mid-1950's in Vermont, where, thanks to frugality and tradition, old ways have always died hard. Boston & Maine had three on its Connecticut River Subdivision; Central Vermont had four in the St. Albans area; and the Rutland had one each at North Bennington and Rutland, as well as sharing the one at Bellows Falls with the B&M.

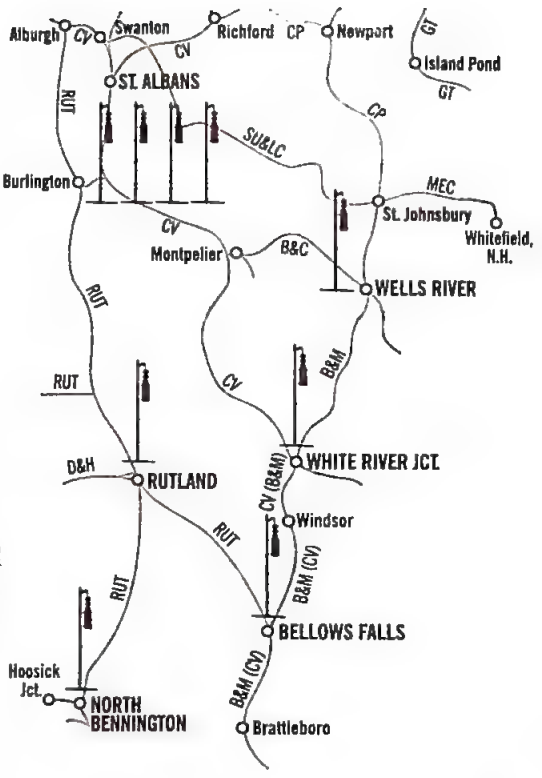
At each location, a variety of aspects would be required, based on what had to be accomplished dictated by track configuration and train movements. This was achieved by developing a code for each movement based on the number of balls or red lights visible. Only that move which was indicated could be undertaken while that configuration of balls or lights was displayed, thereby eliminating confrontations at the crossing—hopefully.

The signal-tender's shanty at many of these junctions often became the social center of the yard. Bob Adams, retired president of the Green Mountain Railroad and a former Rutland employee, recalls how the tender's 6x8-foot shanty at Bellows Falls was called "Lake Success," after the original meeting place of the fledgling United Nations, before its headquarters was built in New York City. Railroaders, on- and off-duty, would gather there to get the latest gossip and discuss all sorts of topics.

Bob also remembers being inside the little shack one winter night when a long Central Vermont freight (running on the B&M by trackage rights) with a huge 2-10-4 slammed over the diamond a scant 6 or 7 feet away. He almost panicked at the thought of a derailment—there had been several there in the past, but the shanty had always prevailed. In the winter, "delegates" to Lake Success would gather in the warmth of the nearby station waiting room because only a couple of people could fit inside the signal-tender's chambers.

The B&M/Rutland ball signal at Bellows Falls actually outlasted one of its users. It was still in service when the strike of September 1961 shut down the Rutland for good. One of the three signal-tender jobs there was staffed by a Rutland employee. With no trains crossing the diamond and one of the three signal-tenders on strike, B&M temporarily decommissioned the signal. As time passed, the temporary out-of-service status became permanent, and the old signal stood unused, with the balls concealed within the enclosure on the mast. The Rutland was abandoned in 1962, and the B&M installed CTC on its line in 1964. B&M finally removed the old signal mast in 1965. (The very last operating ball signal in the U.S. is at Whitefield, N.H., 5 miles from the Vermont state line. It protects the crossing of former B&M and Maine Central lines. Short line New Hampshire Central operates the ex-B&M line, but the ex-MEC line is out of service and the balls see little use.)

The oil lanterns from the Bellows Falls ball signal are preserved in the museum of the Rockingham Free Public Library in Bellows Falls. A retired B&M yard employee rescued them from the scrappers and donated them to the museum. They are perhaps the only vestiges left of the ball signals of Vermont.



BALL-SIGNAL COUNTRY, 1950's

End of an era: At Bellows Falls on May 2, 1965, a Boston & Maine work crew takes down the very last ball-signal mast in Vermont.

RUSSELL F. MUNROE

BELLOWS FALLS

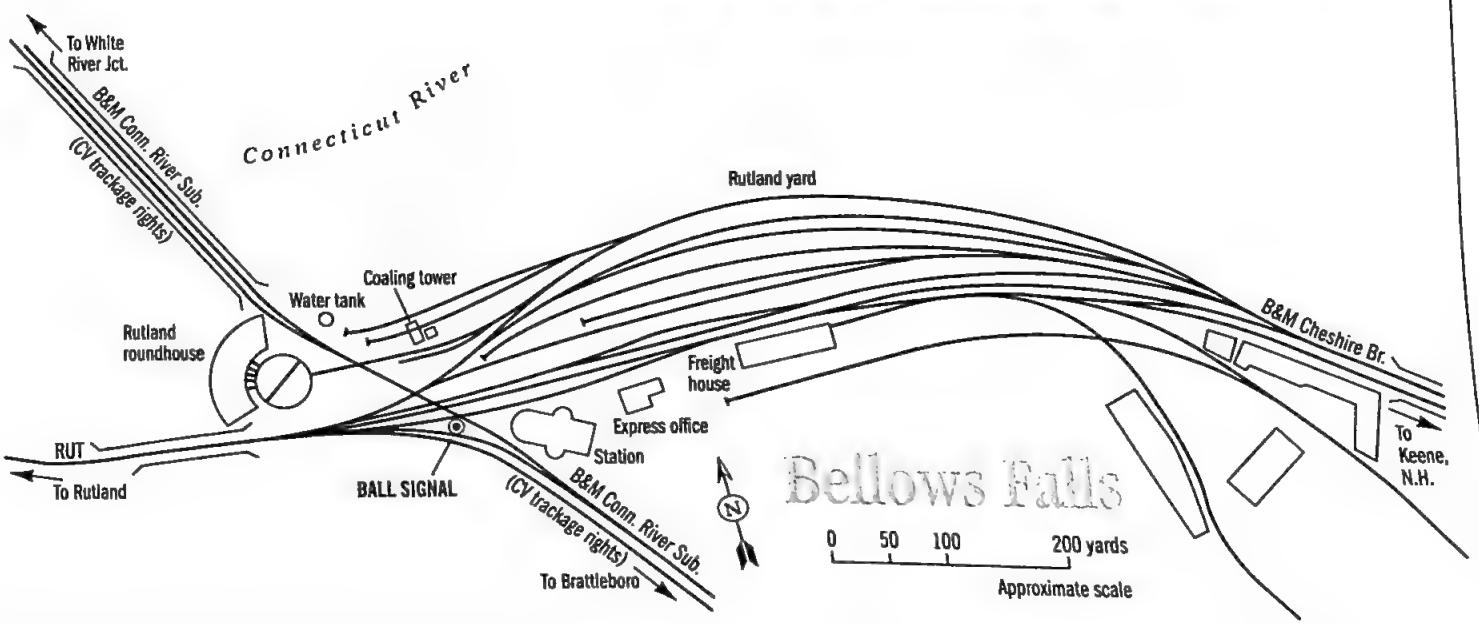
One ball/red light
Rutland trains may cross diamonds.

Two balls/red lights
B&M Cheshire Branch trains may cross.

Three balls/red lights
B&M Fitchburg Division (Conn. River Sub.) mainline trains may cross.

Source: B&M Employees Timetable, April 30, 1950

In July 1961, Rutland signalman Elmer B. Erickson sets the ball signal to allow passage of southbound Rutland freight JX-2. The Rutland covered second trick at Bellows Falls, while B&M men held the first and third tricks.



WELLS RIVER

One ball/red light
Barre & Chelsea trains or engines may use north wye track to Woodsville.

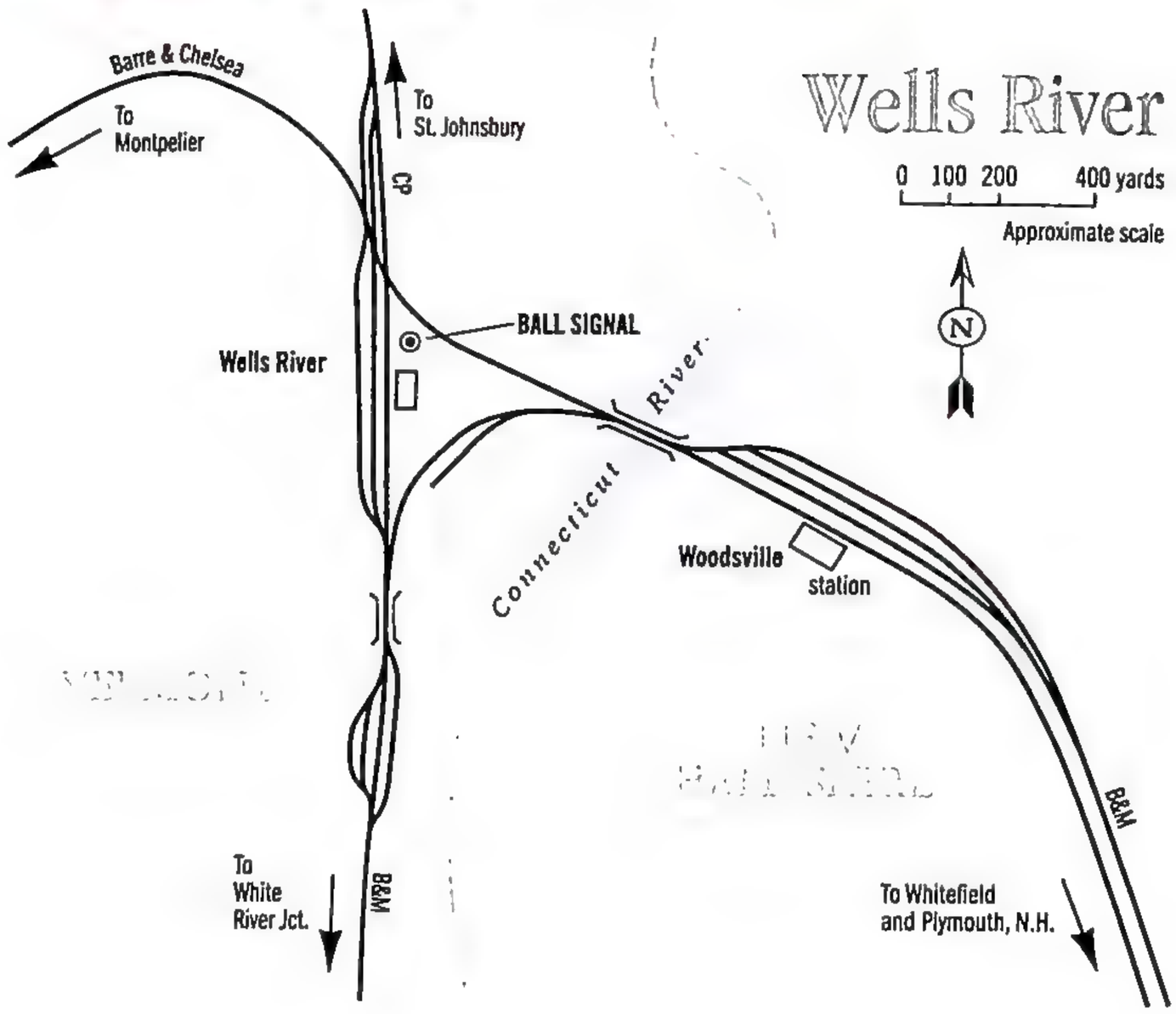
Two balls/red lights
Canadian Pacific mainline trains or engines may use north wye track to Woodsville.

Three balls/red lights
Trains or engines from Woodsville may use north leg of wye track.

Four balls/red lights
All trains or engines may use south wye track in a southerly direction.

Five balls/red lights
All trains or engines may use south wye track in a northerly direction.

Source: B&M Employees Timetable, April 30, 1950



With three balls displayed, a Barre & Chelsea GE 70-tonner squeals around the north leg of the wye at Wells River with a movement from Woodsville. The ball signal controlled only the two wye tracks, not the CP-B&C crossing.

H. W. Pontin photo, Dwight A. Smith collection

WHITE RIVER JUNCTION

One ball/red light
Trains from the Central Vermont (Northern Div.) or movements from the west may cross.

Two balls/red lights
Trains from B&M New Hampshire Div. (Concord-White River Jct.) main line or movements from the east may cross. Switching over the diamond east and west also permitted.

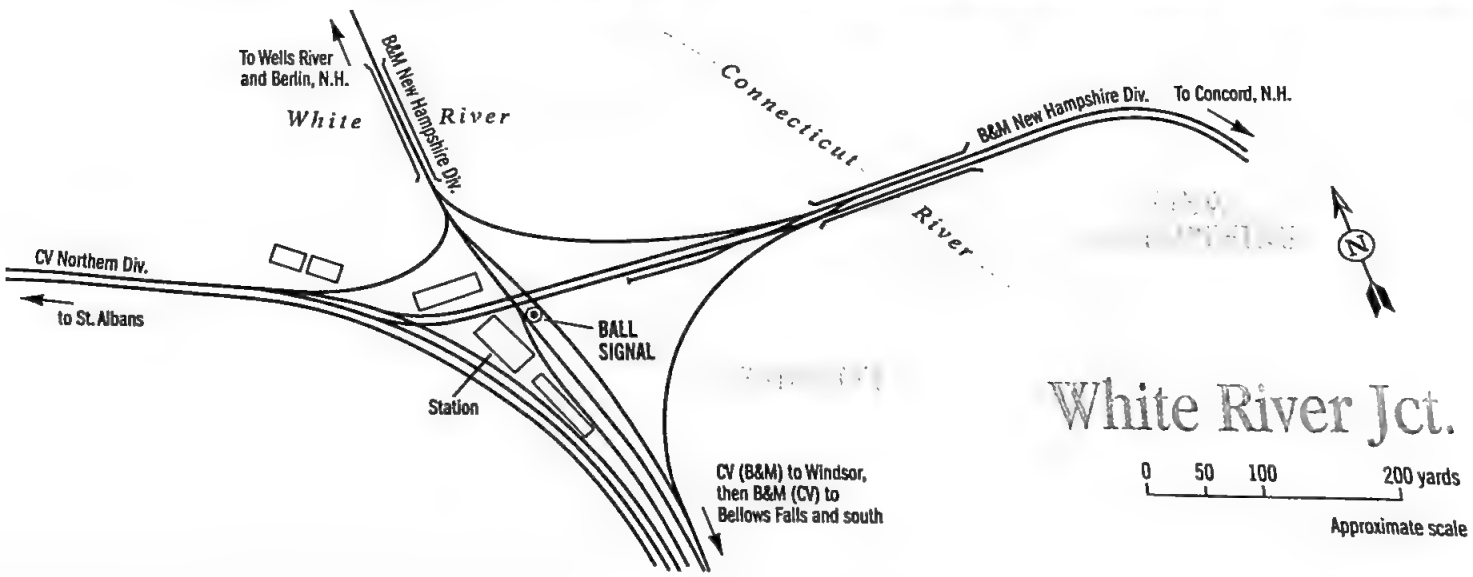
Three balls/red lights
Trains from B&M New Hampshire Div. (Berlin-White River Jct.) or movements from the north may cross. Switching over diamond north or south also permitted.

Four balls/red lights
Trains from the CV (Southern Div.) or movements from the south may cross.

No balls/red lights
All trains or movements approaching the diamond must stop. Any movement over the diamond when no signal is displayed will be made only on authority of the signalman.

Source: B&M Employees Timetable, June 21, 1946

The B&M train for Berlin, N.H., awaits departure at White River Junction. The switch tender is about to reset the signal to show four balls so the train may cross from south to north.



ST. ALBANS
WELDEN STREET CABIN

(Governed movements between Lake St. and Welden St.)

One ball/red light
Northward trains may proceed.

Two balls/red lights
Southward trains from passenger station may proceed.

Three balls/red lights
Southward trains from freight lead may proceed.

No balls/red lights
Yard engines may use freight lead track.

Notes
The track layout in St. Albans allowed freights to bypass the passenger station, whose trainshed had limited clearances and was subject to the vibrations of heavy trains. This accounted for the two routes between Italy Yard at Elm St. and the main line at Welden St., and the need for the various signals in that stretch of track. The North Jct. and Elm St. balls were removed in April 1957, while those at Lake St. and Welden St. lasted until November '58, after the trainshed was razed and freights could run past the station.

Welden St. was the south junction of the two routes past St. Albans station. No balls showing gives 0-8-0 504 authority to use the freight route.

ST. ALBANS
LAKE STREET CABIN

(Governed movements between Lake St. and Gas Brook Bridge on freight lead only)

One ball/red light
Northward trains may proceed.

Two balls/red lights
No meaning—this aspect not used at Lake St.

Three balls/red lights
Trains en route to Roxbury Subdivision may proceed.

No balls/red lights
Yard engines may use freight lead track.

ST. ALBANS
ELM STREET CABIN

One ball/red light
Freight trains to or from Italy Yard may proceed.

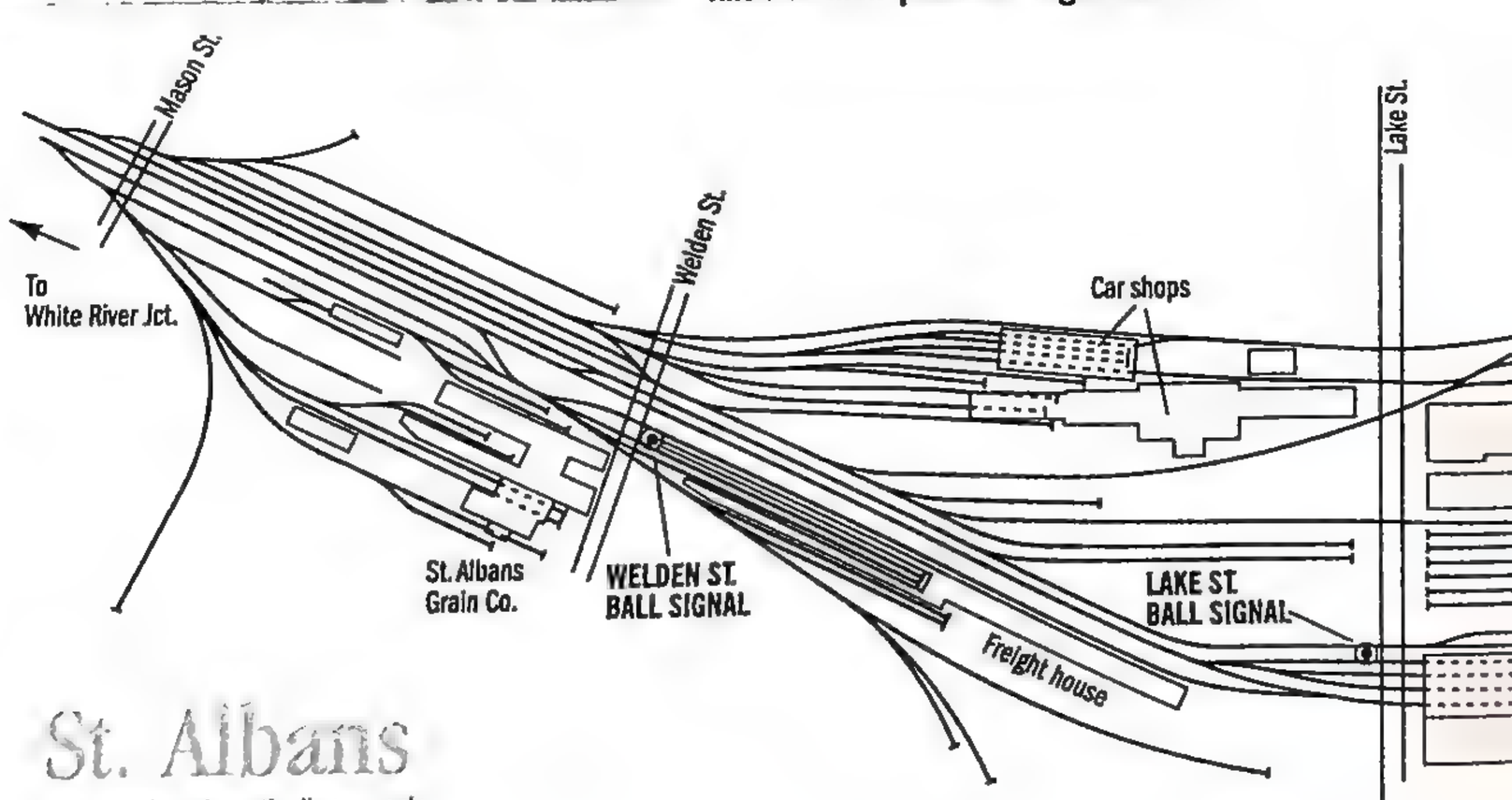
Two balls/red lights
Trains moving on the main track from the north may proceed.

Three balls/red lights
Trains from the south on passenger tracks 1 and 2 may proceed.

Four balls/red lights
Trains to or from the Richford Subdivision may proceed.

Notes
All trains will approach this point under control prepared to stop clear of signboards unless proper signals are displayed. Trains using the freight route at a time when ball signal is displayed for passenger trains may proceed via the freight route on a hand signal from the switch tender.

CN 5291 backs north past Lake St. on the freight bypass around the trainshed (at right in photo). The 4-6-2 brought the *Ambassador* down from Montreal, turned the train over to a CV diesel at St. Albans, and is bound for the roundhouse. Note that all four St. Albans ball signals, like those pictured at Wells River and White River Junction, had had electric lights affixed to their poles for nighttime use.



St. Albans

Not to scale; schematic diagram only

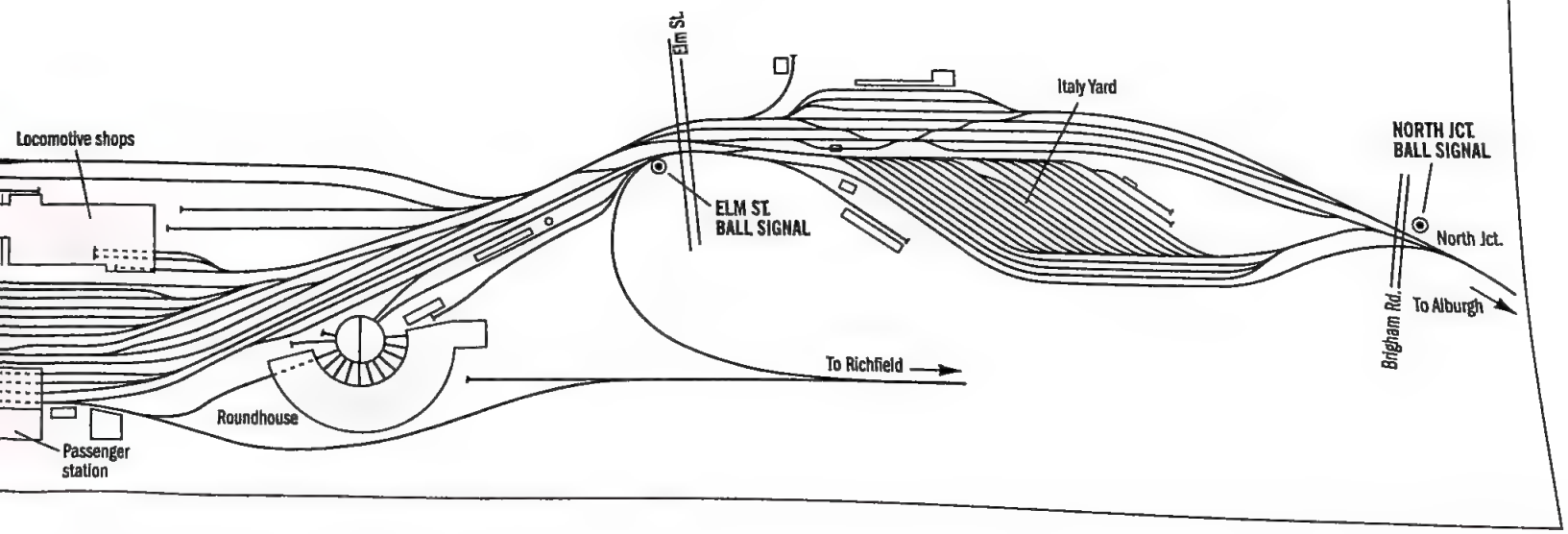
ST. ALBANS
NORTH JUNCTION

One ball/red light
Northbound trains may leave Italy Yard (north and south movements on the main line were controlled by semaphore signals here).

Source: CV Employees Timetable, October 26, 1958

At Elm St. cabin, CN F7A 9046, a B unit, and a Geep lead a southbound CV freight out of Italy Yard and past the ball signal in October 1956. The train will take the freight line to Lake St., where another ball signal will govern further movement south.

Running in reverse, CV 0-8-0 504 enters Italy Yard at North Junction. At the time of this March 1, 1957, photo, the only aspect of this ball signal in use was a single ball, which permitted northbounds to leave the yard.



NORTH BENNINGTON

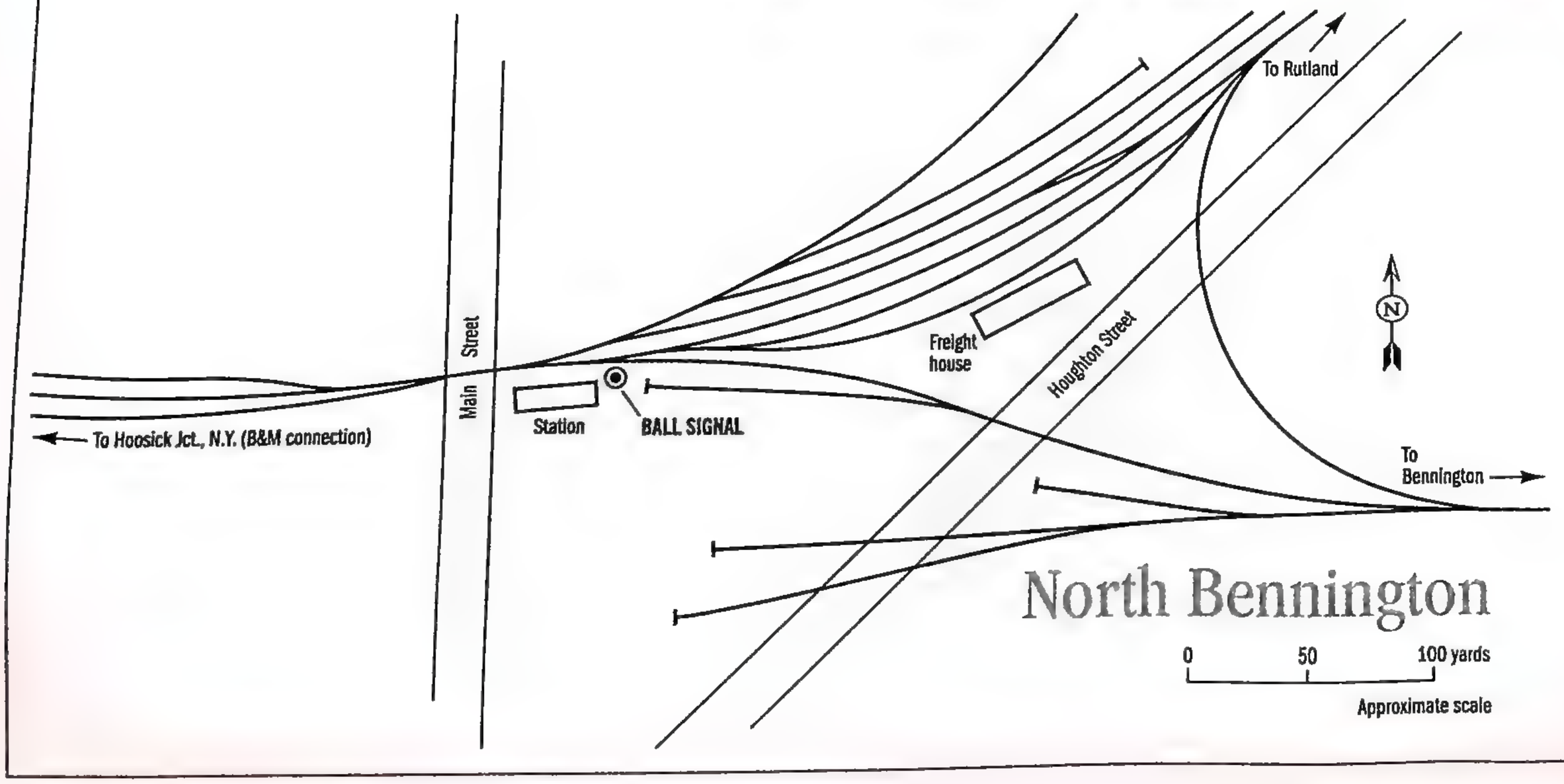
(Operated by station agent)

One ball/red light
Northbound First Class trains may enter the track at the station.

Two balls/red lights
Southbound First Class trains may enter the track at the station.

No balls/red lights
Second Class trains and switching moves governed entirely by timetable and yard limit rules.

Rutland RS3 203 works the little yard at North Bennington on the last day of 1953. The signal is displaying no balls, indicating that the local freight may occupy the tracks with the permission of the station agent/operator.



RUTLAND

(Operated by switchman at site)

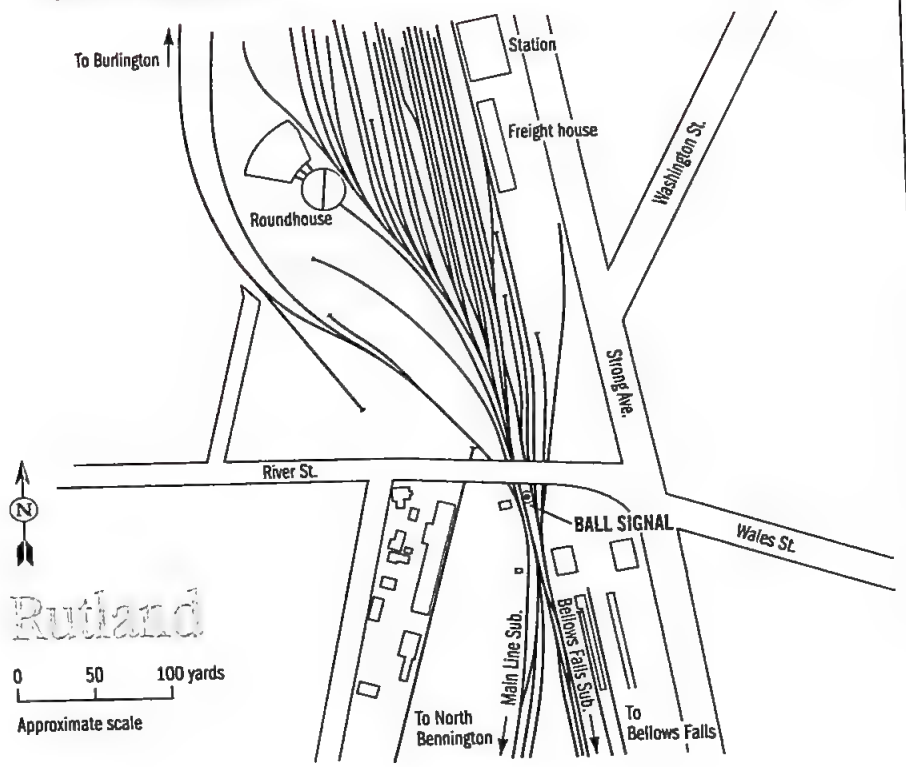
One ball/red light
Bellows Falls Subdivision trains may proceed.

Two balls/red lights
Main Line Subdivision trains may proceed.

No balls/red lights
Yard and engine movements permitted within the restricted territory when track is seen or known to be clear.

Source: Rutland Employees Timetable, September 27, 1953

Governed by the signal showing no balls and the switchman's permission, low-drivered 0-8-0 yard engine 110 switches under the River Street bridge in Rutland on September 14, 1951.



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By J. David Ingles

K. C. Crist

In the late 1950's, many railfans could rattle off the names of short lines that Trains and *Railroad* magazines had reported were still running steam: Kentucky & Tennessee in the Bluegrass State; Minnesota's Duluth & Northeastern; Mississippian; Missouri's Bevier & Southern; Tennessee's Brimstone; Virginia Blue Ridge; and West Virginia's Buffalo Creek & Gauley were some; there were a couple dozen others.

Those well-known lines ran steam all the time. Colorado's Great Western Railway, otherwise dieselized since 1952, did so only seasonally. The "season" was roughly from late September into February, when locally grown sugar beets had to go to market; GWR employed three 2-8-0's and a 2-10-0, usually just one or two at a time. I had first experienced the Great Western on a 1958 Rocky Mountain Railroad Club excursion out of Denver that went up to Longmont on the Colorado & Southern behind a 2-10-2, then covered the GWR, behind 2-10-0 No. 90, over to Eaton and back to Loveland before returning to Denver on the C&S. But I had not seen Great Western steam in regular service.

This changed the following year. My first college term after high school was at the University of Colorado in Boulder, in fall 1959. I had no car, but pals in Denver—friends met on family vacations and through my father's long association with the "Rocky Club"—provided transportation to excursions and club meetings, and to the Great Western. Among these fans were the late Dan Peterson, a contemporary of my dad's, plus Dave Gross, Jim Calvert, Bill Marvel, and the late Ken Crist, contemporaries of mine.

My record-keeping hadn't been honed yet, but I recall making three day-trips to the GWR, each time seeing just one road engine at work, luckily a different one each time. First, on a crisp October day, Crist and a couple of others and I chased the 2-10-0 from Loveland all the way to Eaton and back. On another visit around Thanksgiving, I found 2-8-0 51 at work. Right after Christmas, on a gray Saturday with snow cover, Dan Peterson and I tracked down 2-8-0 75 on her way home to Loveland.

I did not see the fourth Consol, No.

Great Western 90 toted beets in October 1958, and 2-8-0 51 switched at Loveland 14 months later. The beets rode in hand-me-down gondolas.

J. David Ingles

K. C. Crist

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Top: Consolidation 75 has a "modeler's dream" nine-car freight in tow heading home to Loveland on a late afternoon in November 1959.

Above: Of Great Western's last four steam locomotives, only 2-8-0 60, switching at Loveland on November 22, 1958, wore the company shield on her cab; the others had the road number in the diamond. No. 60 was the only one of the four I did not see active during the 1959-60 beet season.

Left: Against the backdrop of a Great Western Sugar elevator and the power plant for the sugar factory and the railroad shop, 2-8-0 51 moves tank cars around in the Loveland yard on Thanksgiving weekend 1959.

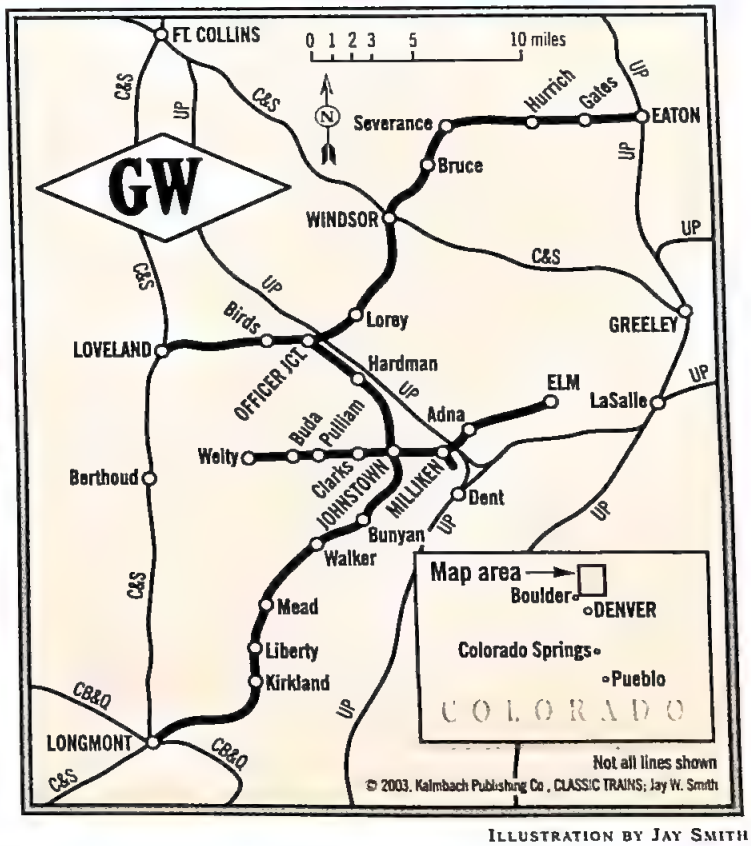
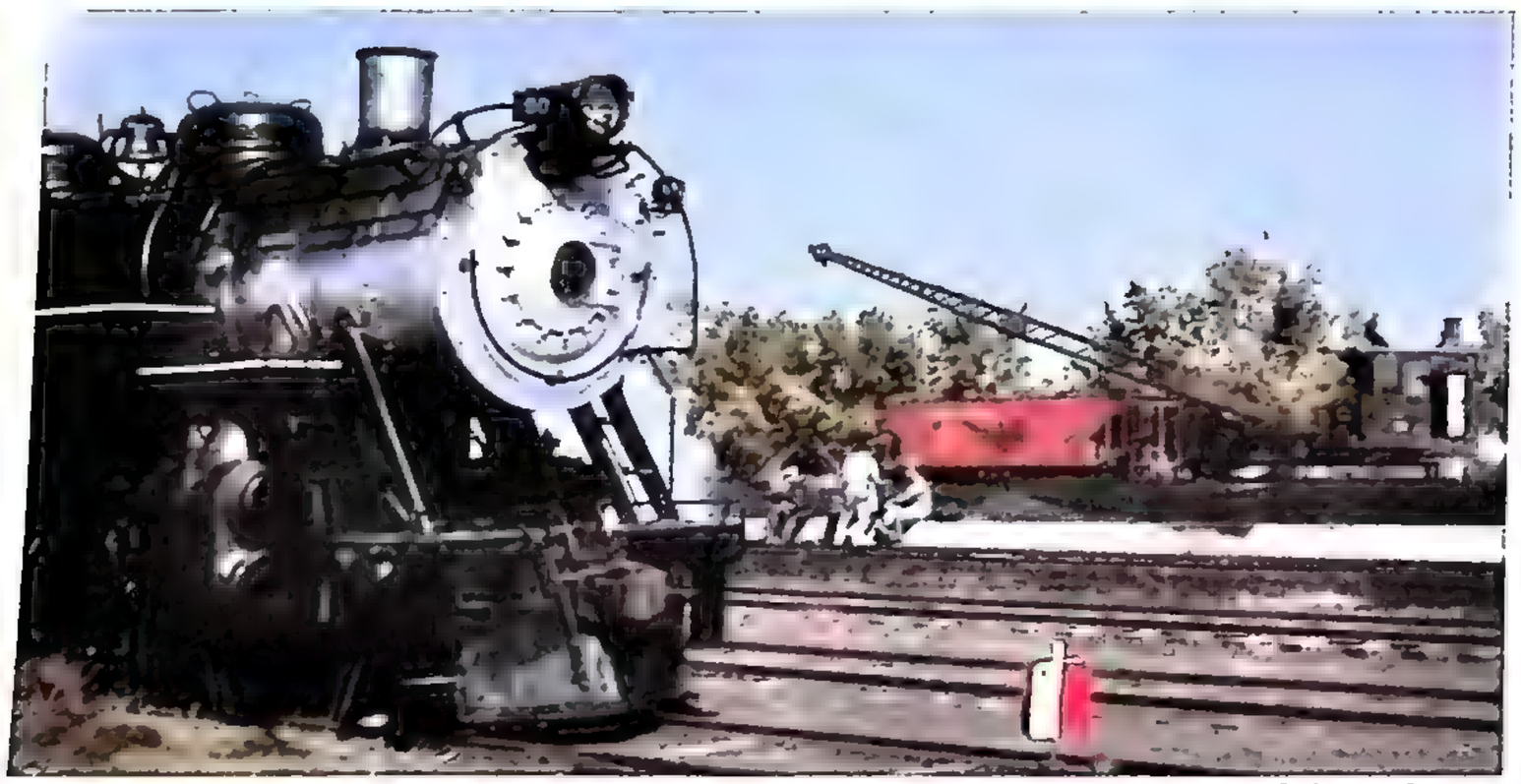


Illustration by Jay Smith

60, in action, just parked at the shop in Loveland; she didn't work that season. But Ken Crist had shot her in steam a year before. Ken took ill and died too young, in 1980 at age 40, and I wound up with some of his slides, helping preserve the memories of the too-few rail outings we made together. Recently while viewing some, I was prompted to dig out my own work from that season and offer this pictorial remembrance.

Intent on photography, we didn't take advantage of the railway's "Mixed Train Service," as advertised in *Official Guides* of the time. Such GWR service lasted, believe it or not, into the Amtrak era, ending April 25, 1972. The round-trip Loveland-Longmont fare was still $1.16 for adults and 29 cents for children, unchanged since 1935. One rode in the caboose, usually an 8-hour trip; railfans and schoolkids were the passengers.

GWR was built in the 1900's to serve four Great Western Sugar factory towns: Loveland, Longmont, Windsor, and Eaton. Later the sugar company added molasses treatment and monosodium glutamate plants at Johnstown. In 1959, GWR (still in business today as the anchor of the OmniTrax shortline empire) ran a 63-mile, Y-shaped railroad that included branches "with intermittent service" (beet-season only) to Welty, Elm, and Milliken. When in production, the processing mills (usually called "factories") smelled to high



TWO PHOTOS, J. DAVID INGLES

heaven. (Each factory had a resident "dinky" saddle-tanker to shuffle the beet cars around. According to Gary Morgan's book *Sugar Tramp*, GW over the years owned at least 19, all 0-4-0T's except one 0-6-0T, all but a couple bought secondhand. Except for two Porters, all were built by Davenport. Even as late as the 1975 season, over a dozen were in steam at 13 GW plants in four states.)

The four full-size steam locomotives of 1959 were the survivors of a fleet of nine: two 0-6-0's, six 2-8-0's, and the Decapod. All were bought new and were hand-fired. Most were rebuilt at some time at Loveland, the cabs extended from the back of the boiler so firemen could avoid standing on the tender deck to shovel coal. During World War II, the smokeboxes were extended to allow burning lignite. Five were scrapped during 1951-54 after the first three diesels came: SW9's 121-122 in 1951 and SW1 61 in 1952. Two other SW1's came from Elgin, Joliet & Eastern in 1959.

I wasn't in Colorado long enough to enjoy these Great Western steam stars

As the local GW crane unloads coal from a Union Pacific hopper car for the Eaton sugar factory's power plant, the crew of "Notable 90" enjoys an outdoor lunch on a nice October 1959 afternoon.

Wallowing in spilled beets, the 0-4-0T at the Loveland factory waits while a gon is unloaded. The "dinkies" were painted in several colors.

K. C. Crist

A September 1963 Intermountain Chapter NRHS excursion behind No. 90 sported Rio Grande and Burlington coaches (and a diner), with the club's ex-Burlington business car 96 on the rear.

with the intimacy the hometown fans could—I knew them only briefly, a mere snapshot of their original careers. The foursome's late operation, and the public's continuing interest in them, made the railway aware of their historical nature, and all four were sold for preservation [see sidebar, above right].

Since they quit hauling sugar beets and occasional fan trips, they have enthralled millions nationwide on tourist trains and on the silver screen. No. 60, in fact, has been on New Jersey tourist pike Black River & Western longer than she worked for Great Western. The last 2-8-0 GWR bought, in 1937, she last hauled beets in late 1962 and was sold the following August. Seven years from now, Strasburg's Decapod will be able to make the same claim. But some of us knew them in their original surroundings, on northern Colorado's high plains. ■

Great Western's final foursome

51 Baldwin 1906, 2-8-0: Last GWR run was on a 1963 excursion; sold to John Birmingham that August. Subsequent fan-trip outings included a trip on D&RGW to Moffat Tunnel. Stored in Denver in 1970's; moved to Vancouver, B.C., for Steam Expo '86, then to southern California tourist line Fillmore & Western. In early 2003, owner Birmingham moved her back home, to on-line Mead, Colo., for restoration.

60 Alco 1937, 2-8-0: Last beet campaign was 1962, sold to Black River & Western in New Jersey in August 1963 for $9000. Still active.

75 Baldwin 1907, 2-8-0: Last beet campaign was 1964. Sold to Intermountain Chapter, NRHS, in December 1965, resold in 1966 to Everett Rohrer's GWR 75 Corp., under whose ownership she appeared in over three dozen films and TV productions. Sold to Heber Valley tourist railroad in Utah, where she has been active since May 2000.

90 Baldwin 1924, 2-10-0: One of 22 "light Decapods" for a half dozen railroads 1924-33, had 56-inch drivers compared with 52-inch for "Russian Decapods." No. 90 was accident-prone, involved in a half dozen severe wrecks, the worst at grade crossings, plus a Loveland roundhouse fire. Last beet campaign was 1966-67, sold in April 1967 to Strasburg Rail Road for $23,000. Still active.

Data from *Sugar Tramp*, by Gary Morgan (Centennial Publications, 1975).

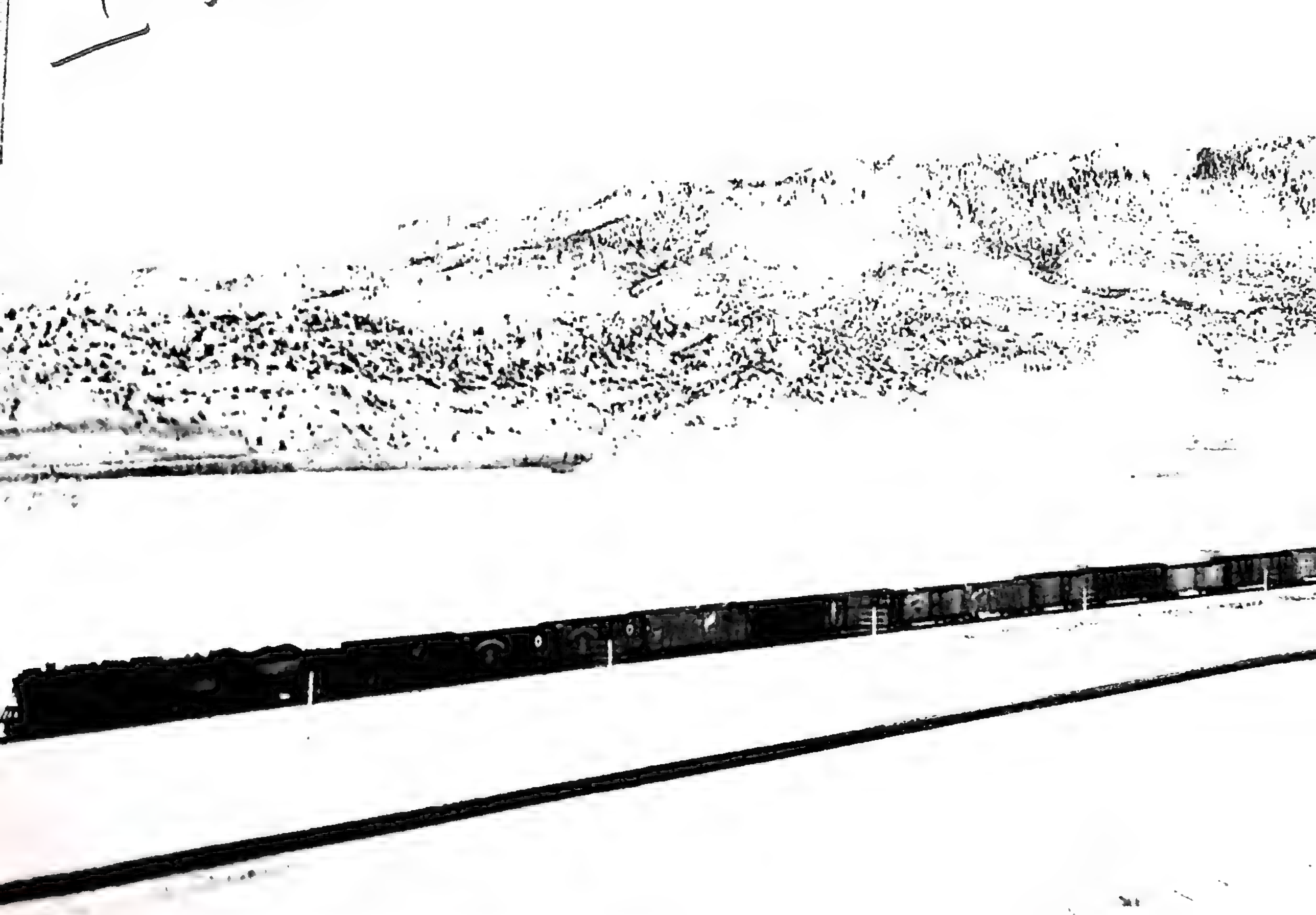
Two photos, J. David Ingles

Running light with side-door caboose 1006, the 75 halts for some attention while on the way home to Loveland in December 1959. You could pay a fare and ride GWR cabooses until 1972!

Great Western's two SW9's had been around for eight years when they met 2-8-0 51 at the Loveland yard in late 1959 before quitting for the day.

Great Photographers

Warren McGee's Montan



NP Extra 5101 West—a Z-6 Challenger with 60 loads and 9 empties—passes the east switch at Mission, about 6 miles east of Livingston, on December 28, 1941. McGee passed this spot often while in NP train service.

The big roads of Big Sky Country, especially his beloved Northern Pacific, were favorite subjects for this railroader with a camera

By John Gruber • Photos by Warren McGee

KYLE BREHM PHOTO

FEW PEOPLE know the railroads of Montana like Warren McGee, who has been photographing them since 1930. A lifelong resident of the Northern Pacific shop town of Livingston, his favorite subject is, not surprisingly, the NP. Indeed, McGee is an NP man to the core: he was a brakeman and conductor for the road for 35 years, and actively opposed the Burlington Northern merger.

Born in 1914, McGee had two brothers and two sisters, but was the only one who wanted to follow his father (Howard E. McGee, an NP locomotive engineer for 52 years) into railroading. When Warren graduated from high school in 1933, there were no railroad jobs open, so he worked washing dishes, building Fort Peck Dam, and as a laborer in Yellowstone National Park. While he was driving a truck in 1936, he heard about a job on the NP, and started making student trips. By July he was working as a brakeman.

When World War II started, McGee was in the first group drafted from Livingston, leaving for the Army on March 1, 1942. "I was in photo reconnaissance, but they wouldn't even let me take a camera with me," he recalls.

McGee missed his job on the railroad, where he thought he was needed more. "On one of my last trips before I went in the Army, I came on an accelerated-schedule freight train from Laurel to Livingston, 104 miles. With one of our best engineers, we came here with a train of characteristic tonnage in 3 hours and 12 minutes. I thought that was damn good. I helped do that. I ran for switches, and we got over the road the best we could. I told my dad about that. He said, 'When did you look at your watch, when you went by the depot in Laurel?' I answered, 'No, the moment he started to pull.'" The senior McGee, doubting the time claimed for the trip, thought his son might have started timing the run after it had begun.

"Then I went overseas. Out in the jungle, I got a letter from my dad. He said, 'I had 603 [the train on which Warren made his fast run] last night, 3800 and some tons. We came up in 2 hours, 48 minutes. Have Kelly [Warren's engineer] shoot at that.' I just howled—that was a time bomb that took two years to blow up. I had planted that seed, and I didn't realize he had paid that much attention to his punk kid, running off at the mouth. I sure got a kick out of that!"

Another time his father wrote, saying "I made a trip to Helena on cold water—never thought it could be done." Warren explains what this meant: He had a brand-new fireman who didn't know how to make the coal burn. And he had a brand-new brakeman who didn't know either, so he was all alone. He fought that war back here all by himself on that train. They needed me back there a lot more than they needed me out in that jungle."

McGee was discharged in September 1945, and resumed railroading, and photography, in Livingston.

For 11 years, he was chairman of Livingston's committee opposing the Burlington Northern merger; it was stopped once, but completed in 1970. The group did get a commitment from BN to keep the shop in Livingston, employing over 1100 people, open for 10 years. When that 10 years expired, BN closed the shop (it would later reopen as a independent shop facility). In 1987, BN sold the line through

A March 26, 1938, view inside NP's Livingston backshop shows engines 2152, 2232, 2230, 1757, 1781, 2611, 5008, and 2604 being worked on. Pressure from McGee and others forced BN to keep the shop open after the merger.

Though he preferred the canyons east of Livingston, McGee was often drawn to the big hill west of town. At Muir (below), Z-8 4-6-6-4 5131 shoulders the 104 cars of Extra 5130 West toward Bozeman Tunnel in October 1954. Z-6 5101 (bottom) climbs the 1.8 percent grade at Hoppers on January 26, 1941.

Warren McGee

Great Northern train 1, the *Empire Builder* (above), crests Marias Pass on the south edge of Glacier National Park in April 1941. In command of the 10-car train is S-2 Northern 2588, decked out in green, black, and silver.

Skirting the Kootenai River in extreme western Montana, GN's eastbound *Fast Mail* is seen 1 mile east of Troy on April 26, 1941. Train 28's engine, Pacific 1379, was created in 1927 by the GN from a 1909 Ten-Wheeler.

Livingston to Montana Rail Link. "I never dreamed they would sell this railroad," McGee muses. He retired in 1975.

McGee was in high school when he began to take photos. "I had this little 120-size Agfa Readyset. The shutter was instantaneous or time, and it had no aperture setting. As long as the sun was shining I would get good pictures out of it. I didn't have any choice to open up the lens or compensate with the shutter if the light was poor, which I later did learn."

Thanks to the NP, which paid for it so he could take photos for company use, McGee got his first good camera in 1938. It was a folding camera with a Compur-rapid shutter, 1/400 of a second, with an *f*4.5 Kodak special lens, using 616 film. "That was a beauty. All it ever required was to open it, cock the shutter, and bang. You need to take pictures when the opportunity is available. So many times, by the time you get everything all primed and ready, the picture is gone. I ran about 2500 rolls of film through it, 8 exposures each. It was a nice tool."

McGee sold photos to the NP, and also Great Northern, for advertising. L. L. Perrin, NP's advertising agent, arranged the purchases for his road. "He was a newspaperman who never thought a photograph was worth any price." About 1947, McGee told NP, "I think I have paid for my cameras by now, and from now on, the photos are $25 apiece. Perrin quit doing business with me. He could get Ron [R. V.] Nixon to do it for $3, and that's why Ron took them.

"They would still call me for pictures on assignment, but they knew what the price was going to be. I told him, 'I am providing you with guide service, technical know-how, transportation, and skill, and I expect more than $3 an exposure.'"

NP's rival road was "just tickled to death to pay me $25. I took pictures for the Great Northern up to 1958."

Through the NP, McGee got a Recomar 33, a good camera for taking copy shots of prints. It was useful in McGee's quest to have a photo of every single locomotive on the NP. "With that outfit, I could copy pictures in coal bins, roundhouses, dark sheds, anyplace. I would find photographs in possession of many workers along the railroad. They didn't want to part with them, and didn't trust anybody to have them, so I would copy them on the spot."

"I took pictures of every steam locomotive the NP had, and the Great Northern and the Milwaukee, that I got a chance at." McGee and Nixon shot about 1750 of the 2100 steam engines NP ever owned.

McGee switched to color when he could no longer buy black-and-white film to fit his cameras. "They took my black-and-white film away. I used Super XX—that's beautiful film.

"So I went to 35mm, and wore out two Zeiss Continas. Then I went to a Pentax, which I have now. With a Five Star, 28 to 105 zoom lens, that is just as good as I will ever want."

Passengers crowd the rear platform of Milwaukee Road's *Columbian* (above) for a view of the future at Three Forks, Mont. Heading up the eastbound *Olympian* on July 13, 1947, is a set of new Fairbanks-Morse "Erie-built" diesels, acquired for the train's upgrading as the *Olympian Hiawatha*.

Milwaukee 626 and 651, two of the road's 380 L2-class 2-8-2's, double-head 38-car freight 164 at Joan, Mont., near Lewistown, March 17, 1946.

McGee has not let failing eyesight stop his photography. "I am still taking pictures. I can't compose a picture in the fashion I approve of, but I shoot it just for the hell of it. Film is so cheap now."

McGee is partial to photos "that show the terrain, the locomotive, and the train-consist to an advantage." His ideal locale for this type of shot is not necessarily in the high mountains, but 15 miles east of Livingston along the Yellowstone River. "The big canyons, with the river in the bottom of them, make for pretty nice photographs."

In his lifetime, McGee has taken about 47,800 photos. He starting donating his collection to the Montana Historical Society about three years ago, and is still giving photos to the society as he catalogs them. The Northern Pacific Railway Historical Association donated $15,000 for processing and conservation of the collection. Thousands of McGee's images are available at the society's photo archives.

The historical society, in turn, has publicly recognized McGee's contributions. "Warren's photographs and research files reflect his lifelong passion for railroading. Montana is richer because of his foresight and dedication," Arnie Olsen, director, wrote in the society's quarterly newsletter.

In a summer 2002 interview, McGee talked about his years in photography in the living room of his modest home, surrounded by awards he and his wife, Bernice, won for photography and civic activities. Bernice died in 2001, but Warren continues to be active and travels to visit family and friends. He describes himself as 5 feet, 7 inches tall, and "getting shorter."

Like with many of his generation, steam remains special to him. "I like a train, a steam engine that is well painted and well maintained. It's a picture of power to me. I worked on them, of course. I was always pushing on the back of the boiler head trying to get it to go faster. Half of my railroad career involved steam engines. The steam engine was an object of affection or disaffection. Some men could really maximize the efficiency of the engine, and others couldn't."

He remains active in the NPRHA and was the oldest person at the group's 2002 convention in Portland, Ore. He planned to be at the 2003 convention in Billings, Mont.

"We have 1600-some members, with a lot of young people, 350 at the convention banquet. I took a couple of reels of slides. I made a lot of slides out of black-and-white pictures for slide shows. A friend put on the slide show at the convention for me, while I narrated," said McGee.

"What a superior railroad we are," he continued, using the present tense when talking of his beloved NP. "We had some pretty engines, pretty trains, and we have the prettiest part of the Northwest to travel through. We have 1430 miles of river to go along on this Northern Pacific route. I am prejudiced. I will not even listen to reason. There are a lot of us like that." ■

Warren McGee

'Tired'

JOHN PROEBSTING

IN THE EARLY 1950's, I was firing a regular freight run between Clinton, Ill., and East St. Louis. My engineer was usually George Cooley, local chairman for the Brotherhood of Locomotive Engineers. I was an active union man, too; I served as Grievance Committee Chairman for the Brotherhood of Locomotive Firemen & Enginemen. In those days, roundhouse foremen and most other supervisors had little affection for "grievers" in any craft. Those little Caesars loved to show their displeasure with our union activities and lost no opportunity to make our daily work harder anytime they could.

One Sunday morning in East St. Louis, Cooley and I were called for a dispatch train of reefers. These 50 cars of citrus fruit and vegetables from the Southwest were on a hot schedule, so we needed a good locomotive. We expected to get the same engine we had brought in the night before, one of the fine 2600-class 4-8-2's built at Paducah in 1942-43. Instead, we drew a tired old 2500-class Mountain, rebuilt from a 1920's-era 2-10-2, that was long overdue for heavy maintenance. Worse, the roundhouse foreman had made certain that the tender was filled with a load of inferior-looking coal, clamshelled up from a pile on the ground. That coal had sat outside for who knows how long. One glance told me there was almost as much "real estate" (mud and rocks) as carbon in it.

Cooley and I both figured that the old oxidized coal would be a problem. With the older locomotive, this was just too much for us. Cooley stomped into the roundhouse to put up a howl to the foreman, but he should have saved his breath. No foreman ever had a better chance to sock it to a pair of union men he considered to be an irritant. Even though he went through the motions of calling the dispatcher for permission to give us back "our" 2600, we knew the answer would be "no." We were stuck with the old hog and a load of coal that might have

locomotive

By Jack Price, as told to C. Kevin McCabe

Stuck with a load of bad coal, an Illinois Central engine crew found a different fuel

been mined before the boiler was new.

As soon as we started out from East St. Louis, I discovered that the old coal would indeed not burn properly. Even before we had the whole train out on the main line, I had exhausted every trick I knew to get it to light off and burn without clinkers. Despite my best efforts, and a lot of work with the scoop in addition to the stoker, the needle on the steam gauge kept falling. Cooley adjusted the throttle and Johnson bar to help as much as he could, but it was touch and go the whole 20 miles up out of the Mississippi River bottoms to the hamlet of Mont. With good coal, that engine should have topped Mont with ease, but this day we didn't know if we were going to have to double the hill or just get out and push.

With both of us taking turns on the shaker bar and the scoop, we finally made it to level track. By the time we made the siding at Mount Olive, 30 miles past Mont, we were both out of ideas and far off our regular time. While we dumped some fresh coal and water into the tender, the head brakeman phoned the dispatcher (the same man who had rejected our earlier request for a different engine) and reported the delay. The dispatcher was a bit sarcastic about my abilities, but finally told the brakeman that he'd give us a little leeway at our next meet, 8 miles north at Litchfield. However, he also instructed the brakeman to "tell that *$%@+! fireman to get that S.O.B. hot or it's going to be his ass!"

That relayed message infuriated Cooley and me. We were still having nothing but problems getting the fire in shape. No matter what we did with the grates and the hook, we couldn't get rid of all the clinkers from that lousy coal. We knew the fresh coal we'd just loaded into the bunker would be a long time working its way down to the stoker's auger screw. Neither of us was convinced we would make it as far as the meet at the next siding without completely running out of steam.

After a few moments' thought, Cooley said he had an idea. "Let's run up to the dump by the mainline switch." At that point, I was willing to try anything, so I agreed. The brakeman bottled the air on the train and cut us off, and we headed to the north end of the siding, where both the railroad and the locals had left quite an impressive pile of junk.

As soon as we got to the dump, Cooley and the brakeman jumped down and started pulling out old tires from the debris. They handed up about three dozen, which the conductor and I stacked all over the cab deck and the front of the tender. Once Cooley climbed back into the cab, he instructed me to bend a tire in half, shove it through the firebox door, and keep going until the grates were covered.

I soon had the firebox full of tires. After I'd used the ash hoe and the clinker hook to distribute them more or less evenly, Cooley told me to sprinkle a little fresh coal over the top and crank up the blower valve. As soon as I did, those old tires took off like torches. The combination of rubber and oil in the tires gave off clouds of evil-smelling black smoke but produced enough heat that the pressure came up fast.

> There was a gooey mass all over the grates, and a strong smell not usually associated with coal-burning locomotives!

We still had a couple of dozen tires stacked up in the cab once we picked up our train and headed north, but now we had all the steam we could use. The conductor stayed with us and helped fire—or rather, "tire"—until we made the Litchfield passing track for our next meet in plenty of time. I used the stoker only when necessary to keep the grates covered, and hardly handled the scoop at all; instead, I'd just toss in a fresh tire every few miles. When we got to Springfield, 40 miles north of Litchfield, all we needed was a tank of water—no coal. We finished putting the rest of the tires in the firebox and headed toward Clinton, trailing a plume of black, stinking smoke. Man, the smell in that cab was just awful, but we had plenty of steam!

We made the 42 miles to Clinton in good time, and even made up most of the time we'd lost coming out of East St. Louis. When we reported in, the dispatcher was a lot happier with us. However, he was the only one. The crew on the cinder pit had to call the roundhouse foreman for instructions; it seems that they were unable to move the grates to clean the fire. When the foreman came out to look, he found little tattle-tale bits of wire from the tires that hadn't melted. Worse, there was a gooey mass all over the grates, and a strong smell not usually associated with coal-burning locomotives!

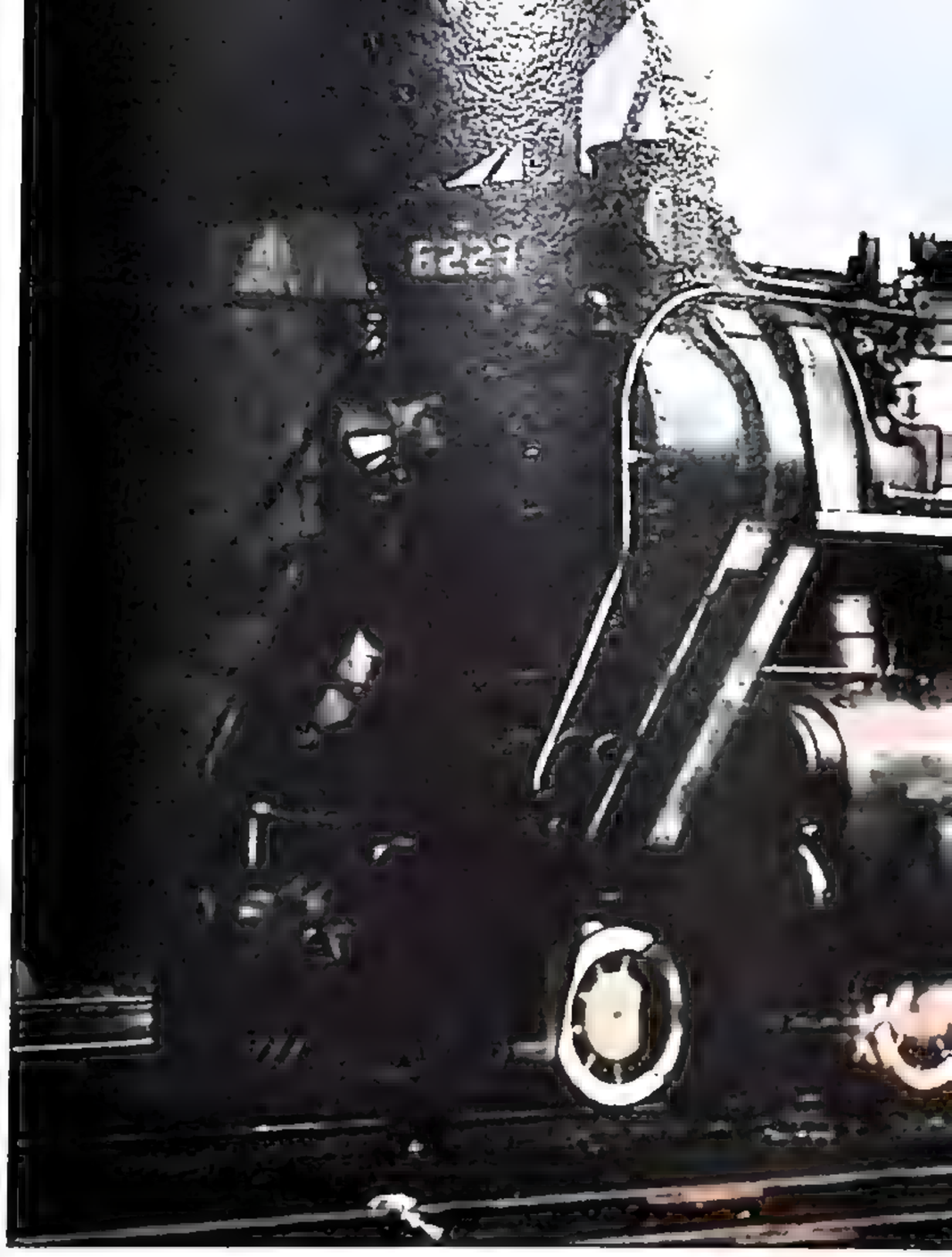
The end result was that Cooley and I had to "stand on the carpet" before the traveling engineer and the master mechanic. Of course, we were the only ones who testified that there was anything wrong with the coal, and there was no question that we'd made a heck of a mess in that firebox. On the other hand, we DID make up most of the time we'd lost, and we didn't delay anyone else; we didn't point out that we'd also helped clean up the dump at Mount Olive. The bosses finally agreed not to fire us, but assessed both of us 30 "brownies" (demerits) that took a year to clear from our records.

Needless to say, we avoided any more ideas about coping with poor fuel or engines overdue for maintenance during that period. We ran what we got, and kept our mouths shut. Not too long after our records were finally cleared, that old 2500 was retired. Or maybe that should be "re-tired," because we'd "tired" it the first time! ■

Classic Images

Photo Section

NATIONAL TREASURES: Basking in the sun at Canadian National's Spadina engine terminal near Toronto Union Station are two of the railway's finest in steam. Northern type 6223 (Montreal Locomotive Works, 1942) is one of 203 4-8-4's that worked for CN and subsidiary Grand Trunk Western; all but 11 were 73-inch-drivered dual-service machines, like 6223. Green-and-black Hudson 5704 (Montreal, 1930) represents CN's elite group of six 4-6-4's; the 80-inch racers were assigned to Montreal-Toronto passenger expresses. CN rival Canadian Pacific took nearly the opposite tack in steam types, owning 65 Hudsons but just 2 Northerns.



TWO PHOTOS: FRANK QUIN, J. DAVID INGLES COLLECTIO

Photo Se

LONELY COUNTRY, LONELY LINES: Oregon & Northeastern, a 51-mile pike in remote eastern Oregon, had four Baldwin AS616's, two of which, Nos. 1 and 2, led empty flats home to Hines from the UP interchange at Burns in August 1975. No. 1, built as demonstrator 1601 in 1953, was acquired by O&NW for $90,000 in '55; Nos. 2-4 were all ex-SP. All four are in museums: 1 at Campo, Calif., 2 at St. Louis, and 3 and 4 at Portola, Calif. Isolated by a washout in 1984, the line was abandoned in 1990.

Ron Johnson

JAMES A. BROWN

GEEPS AND COVERED WAGONS: Nearly a continent apart, General Motors GP9's team up with their cab-unit predecessors on freight. At left, Seaboard Air Line hotshot 85, the *Merchandiser*, barrels through Rockmart, Ga., in March 1960. Trailing 1796 are an A-B set of FT's and two F3A's. Such Geep-first consists were typical on the Seaboard at the time. Above, Canadian Pacific GP9's 8959 and 8831, plus a Fairbanks-Morse-design, Canadian Locomotive-built, "C-Line" cab unit, are ready to head east out of Nelson, British Columbia, in June 1973. Two years later, CP's C-Liners—the last ones anywhere—were retired. Only two are preserved: 4065, at the National Museum of Science & Technology in Ottawa, and 4104, privately owned at Calgary.

'The Pittsburgh 'Train'

Steel-country varnish: Trains of four railroads linked Cleveland and Pittsburgh, an unremarked busy corridor

By W. L. Gwyer

Ralph E. Hallock

PERHAPS NO TWO CITIES IN NORTH AMERICA were identified with the industrial revolution more than Pittsburgh and Cleveland. In the 125 or so miles that separates them was some of most industrialized real estate in the country, all served by passenger trains of four railroads: Baltimore & Ohio, Pennsylvania, Erie, and Pittsburgh & Lake Erie (the last two in concert). It was one of the busiest medium-distance intercity corridors in the nation, yet was rather unremarked.

At high tide more than 20 trains a day each way linked the cities via various industrial towns along the way. I remember these trains well, as they were my first introduction to railroading. When I was growing up in the late 1940's and early '50's in Warren, Ohio, at least five or six times a year my mother would take my sister and me "back home" to see the relatives on what she would call "the Pittsburgh train." Usually we rode the Erie, but on at least one occasion I remember riding on the Pennsy.

Years later, while a college student in Cleveland, I rode them again, but by then I was a railroad enthusiast and knew that the trains' days were numbered. They're all gone now, as is much of the trackage over which they ran. The service was a victim of the highway and airplane, and the railroads were a victim of the decline of big steel.

Early days

In the mid-1850's, Cleveland had fewer than 20,000 inhabitants and Pittsburgh a bit more than 45,000. This was pre-industrial America. Soon the tranquility of this bucolic land would be interrupted by a new intruder: railroads. In 1836, a group of Cleveland businessmen organized the Cleveland, Warren & Pittsburgh Railroad. It died a premature death, but in 1847, fortified by $200,000 of Cleveland money, it was reorganized as the Cleveland & Pittsburgh. By 1850 it had reached Hudson, and by 1852 the Ohio River; it then moved on to Pittsburgh.

In March of that year, the mayor and the entire Cleveland city coun-

NYC's Pittsburgh & Lake Erie and the Erie Railroad pooled their Alco PA diesels on Pittsburgh-Cleveland trains. On May 29, 1955, P&LE 4213 (left) leads train 26 into the Steel City, where, across the Monongahela River, Gateway Center has replaced the old warehouses in Point Park and the Penn-Lincoln Parkway river bridge is under construction.

Near East 34th Street In Cleveland (below), an Erie PA passes two NYC E units as it leaves town with a Pittsburgh train. Overhead wires are for the Cleveland Union Terminal electrification (at left) and for the trolleys of Shaker Heights Rapid Transit (at right).

Herbert H. Harwood Jr.

CHARLES MCCREARY

Postwar optimism prompted PRR to build a new depot in Youngstown, where in 1949 a K4 is just leaving with train 474 for Pittsburgh while a northbound 2-10-0 stands in the foreground.

cil rode a C&P train to Wellsville, on the Ohio River south of Alliance, marking the feat with a three-day celebration. Thus was born the first of what would be three Pennsylvania Railroad routes between the two big cities. A Cleveland-Pittsburgh trip took 8 hours.

In 1856, investors formed the Cleveland & Mahoning, which reached Warren the same year and Youngstown the following year. An old story, told when I was a kid, concerned the coming of the railroad to Warren. The city fathers were so happy to get the line, they allowed it to be built right down the main street, a condition that lasted into the 1970's. The line was leased to the Atlantic & Great Western, whose builders believed in the 6-foot wide gauge. A third rail was laid from Leavittsburg to Cleveland, and the A&GW offered two through trains to New York, plus a local to Leavittsburg, where you changed to another local for Warren and Youngstown. There, according to an 1866 railway guide, one could board a stagecoach for "points east." Both railroads ultimately became part of the Erie, and the A&GW was standard-gauged in 1880.

The year before, 1879, Pittsburgh & Lake Erie (under furtive Lake Shore & Michigan Southern ownership) made it to Youngstown and soon began offering through service between Pittsburgh and Cleveland, an arrangement that was to last until the end of passenger service.

The C&P was leased to the Pennsylvania Railroad for 999 years. In 1888 it offered three trains each way, one of which made the eastbound trip via the "Fort Wayne" (Pittsburgh, Fort Wayne & Chicago), turning east at Alliance to run on the main line via Beaver Falls, thus creating what would be PRR's second route between Pittsburgh and Cleveland. Running time was not much improved over the post-Civil War era, though, taking 6 hours on the day train and almost 8 on the night train.

The competitive service of the combined Erie-P&LE fielded four eastbound and five westbound trains (an anomaly that remained for years), serving a more lucrative route because of three booming industrial towns along the way: Warren, Niles, and Youngstown. The latter had grown to 42,000 people as the steel industry took root in the Mahoning Valley.

In Cleveland, Pennsy utilized the old

lakefront Union Station (just west of Amtrak's depot today), while Erie operated out of its own depot in the flats. This would last until diesels took over in 1949, when Erie moved into Cleveland Union Terminal. In Pittsburgh, Cleveland trains departed from P&LE's magnificent station on the south side of the Monongahela River and from Pennsy's at the east end of downtown, between the "Mon" and the Allegheny River.

And B&O makes three

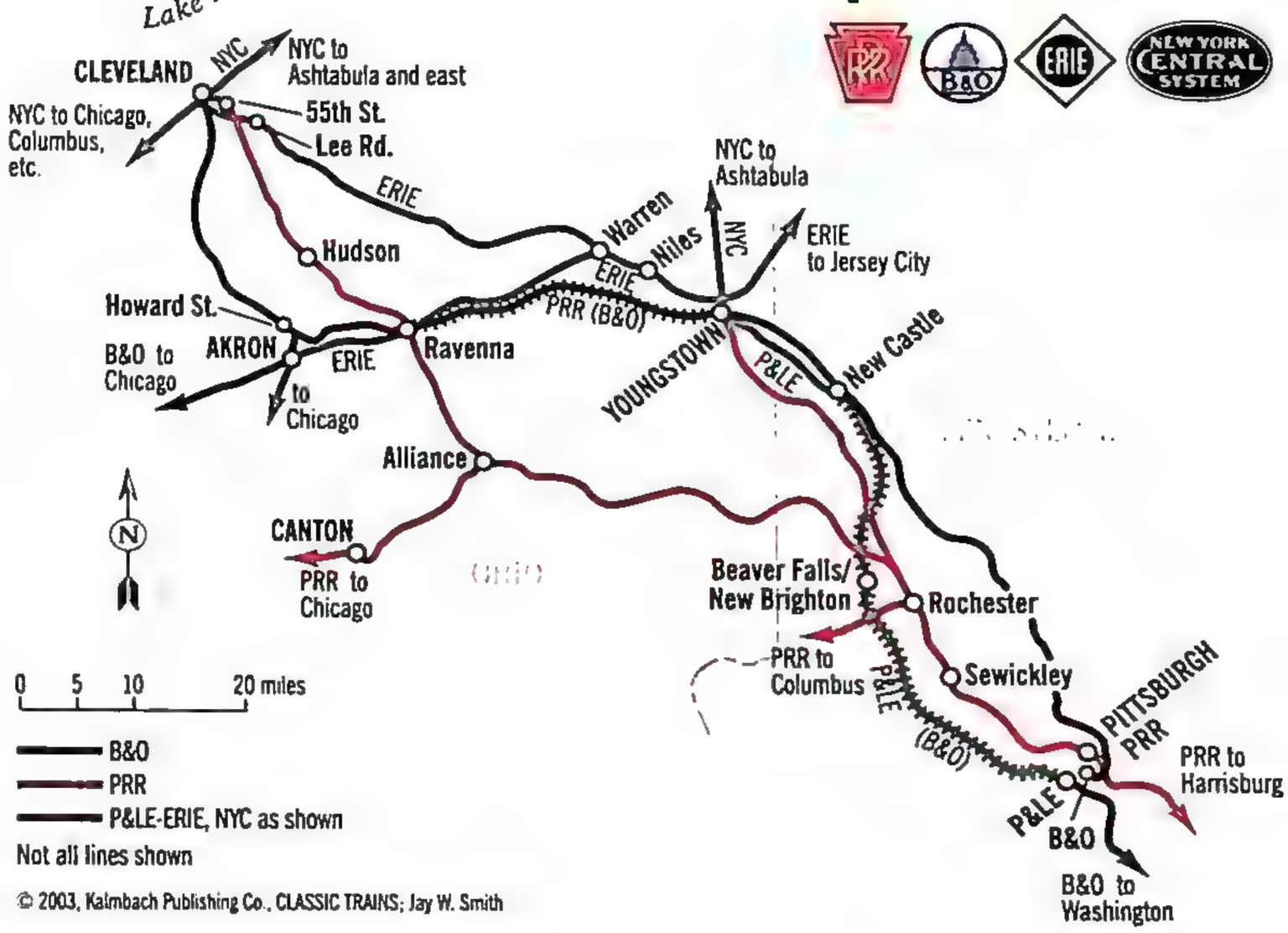
As the 20th century dawned, PRR and Erie-P&LE had competition from the Baltimore & Ohio. First reaching Chicago from what would become Willard, Ohio, in 1875, B&O added a Chicago route via Akron in 1891, the year after it bought the Valley Railway to access Cleveland. It consolidated this Cleveland-Akron-Canton line with its Cleveland terminal facilities in 1895 to form the Cleveland Terminal & Valley, which operated separately until 1915.

The B&O opened its own Cleveland station in 1898 and soon began through service to Pittsburgh and points east. B&O's principal market was the long-distance passenger bound for Washington or Baltimore, and although the timetable listed three Cleveland-Pittsburgh trains each way, these were, in reality, through cars cut off at Akron and added to or taken off Chicago mainline trains. Including the B&O, the Cleveland-Pittsburgh corridor had 14 trains in each direction, although this was not yet high tide.

That occurred in 1916, which by many measures was the high point of all U.S. railroading (although passenger-miles peaked in 1920). That year the PRR offered 9 trains a day westbound and 10 eastbound, over three routes. Around 1905, PRR secured trackage rights over the B&O between Ravenna and Niles Junction (near Warren), putting Pennsy in head-to-head competition with the Erie and P&LE. Interestingly, even though it was the last Pittsburgh-Cleveland route to open, it would be one of the last to survive.

By 1916, Erie-P&LE carded seven round trips and B&O three. Cleveland had 400,000 population and Pittsburgh 750,000. The intermediate cities had grown too: Warren had 46,000 inhabitants, Youngstown 70,000, and the Beaver valley well over 50,000. There was no shortage of patrons, but Henry

Steel-country corridor



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W. L. GWYER

PRR 38, the *Clevelander*, rolls through Lordstown, Ohio, on B&O trackage rights on a summer evening in 1961. Just ahead at Ravenna, the E7 will regain Pennsy rails for Cleveland.

KEN BROWNLEE

PITTSBURGH-CLEVELAND TRAINS, 1952

Duquesne	Washingtonian	Afternoon Steeler			Morning Steeler	Steel King	Clevelander	Akronite	Cleveland Night Express				Morning Steeler	Steel King and Washingtonian	Duquesne		Afternoon Steeler	Iron City Express		Akronite	Clevelander	Cleveland Night Express
	B&O 21 P&LE 23			P&LE 85		P&LE 25								B&O 22 P&LE 24		P&LE 26			P&LE 86			
PRR 329	Erie 623	PRR 361	PRR 323	Erie 685	PRR 363	Erie 625	PRR 39	PRR 9	B&O 17				PRR 360	Erie 624	PRR 318	Erie 626	PRR 362	PRR 328	Erie 686	PRR 10	PRR 38	B&O 18
	5:00			11:30		7:00			3:30	P&LE		P&LE		9:55		3:05			9:20			12:14
7:30		4:10	2:00		7:20		4:30	4:00		PRR	PITTSBURGH	PRR	9:40		12:40		5:40	8:15		10:45	10:55	
7:53			2:18		7:37						Sewickley				12:21		5:21				10:36	
8:10			2:32		7:50						Rochester				12:06			7:36		10:13		
	5:37			12:08		7:35					Beaver Falls/New Brighton			9:21		2:25			8:36			
	6:04		*3:04	12:23		7:58					New Castle			9:01	*11:32	2:04		*7:05	8:25	*9:44		
									4:57	B&O		B&O										10:40
	6:30-35			1:00-10		8:23-28				Erie	YOUNGSTOWN	Erie		8:33-37		1:30-40			7:45-50			
9:14			3:31					5:33		PRR		PRR			11:07			6:38		9:15		
	6:46			1:22		8:38		5:54			Niles			8:23	10:49	1:20		6:20	7:35	8:55		
	6:58			1:34		8:46					Warren			8:16		1:12			7:26			
		5:43			8:56		6:12				Alliance		8:05				4:05				9:11	
10:01			4:19				6:35	6:26			Ravenna				10:18			5:51		8:25		
10:16		6:13	4:34		9:26		6:48	6:46			Hudson		7:34		10:02		3:34	5:37		8:07	8:38	
									6:02	B&O	Howard St.	B&O										9:43
								7:15		RR	AKRON	PRR								7:40		
	7:42									Erie	Lee Rd.	Erie		7:29		12:19			6:35			
10:55		6:30	5:10		10:10		7:30			PRR	CLEVELAND	PRR	7:00		9:25		3:00	5:00			8:00	
	7:55			2:40		10:55			7:10	CUT		CUT		7:15		12:05			6:20			8:40

Read down from Pittsburgh; read up from Cleveland; light-face times are a.m.; **bold-face times are p.m.** *New Castle Junction on PRR; city bus connection to New Castle.
Data from July 1952 *Official Guide*; only through trains are shown; not all intermediate stops are shown. Timetable research by J. David Ingles; illustration design by Kate Malloy.

Crossing the formerly electrified CUT tracks (left) in April 1962 is B&O 17, the *Cleveland Night Express* from Washington, which has come up the CT&V line from Akron behind a GP7. Electrified rapid-transit tracks are in the foreground. To reach CUT, 17 must back up the Cuyahoga River embankment and cross Nickel Plate's main line.

RICHARD J. COOK

Ford had been stamping out Model T's since 1909 and changes were in store. Running times had improved—PRR's fastest expresses via Alliance made the trip in 3 hours 15 minutes and the Erie-P&LE in just under 4 hours. Erie's Cleveland line was double track, and P&LE's Youngstown-Pittsburgh main line had four tracks almost all the way.

Motive power had grown, too. Ten-Wheelers powered most trains, but PRR's K4 Pacifics were on the way, as were new 4-6-2's on both the Erie and the P&LE. Steel cars were rapidly replacing wooden ones, and electric lights supplanted kerosene as the classic railroad era dawned. A friend of mine tells the story from the postwar period of riding one of the joint P&LE-Erie trains from Pittsburgh to Youngstown, during which his companion asked the conductor what kind of engine was on the head end. "An Erie engine," was the reply. "Oh, thank goodness—we'll be on time, then." The P&LE conductor was speechless. I remember seeing New York Central engines in Warren and walking by Erie K-5 Pacifics in Pittsburgh. To me, it always seemed as though that the Erie engine crews made less smoke then their P&LE counterparts.

Depression and wartime changes

The roaring '20's saw little change, but the wolf was at the door. In 1920 when rail passenger traffic peaked, there were 8 million automobiles in the land; by 1929, the figure was over 21 million. By 1933 railroad passenger-miles had dropped by two-thirds from 1920, and the Great Depression was on. Local passenger trains were discontinued every month. Still, PRR ran seven trains each way, four via Youngstown and the others via Alliance and Beaver Falls, all offering dining and parlor cars for the 3-hour ride. Erie-P&LE had dropped one round trip, and B&O fielded only one train each way, a frequency that would remain until the end.

In 1934, B&O closed its Cleveland station and moved into CUT, opened in 1929 by New York Central. PRR, of course, stayed away from NYC in most cities and hung onto its old lakefront depot. The Erie still used its station in the flats. World War II offered a reprieve, but the schedules were still grim compared with 1916. B&O still offered a nightly train each way and had entered into a joint agreement with Erie-P&LE to carry a through coach to Washington on the morning train from Cleveland. In addition, B&O in 1934 entered a trackage-rights agreement to operate over P&LE between New Castle and McKeesport, Pa., southeast of Pittsburgh, which eliminated B&O's circuitous route northeast of Pittsburgh. This also gave B&O use of P&LE's Pittsburgh station, relegating the old Grant Street station across "the Mon" to just a commuter facility. The old building was razed in 1957, replaced by a smaller structure, which came down in 1999.

DON WOOD

Before and after the PA's: In 1949 (top), Erie 4-6-2 2927 is in charge of train 624, then called the *Washingtonian*, at East 70th Street in Cleveland. In a later scene from P&LE's Gateway Yard hump tower, olive-green P&LE GP7 5685 has one P&LE and three Erie cars in tow; this is likely the same train, known on the P&LE as No. 24. Note the B&O freight passing at the right.

(We should state here that even after World War II, Erie, P&LE, and PRR all operated weekday commuter trains at one end or the other of the Cleveland-Pittsburgh corridor, but none went beyond Youngstown. P&LE's last one, to Beaver Falls' College Station, expired in July 1985, and Erie's last train was successor Erie Lackawanna's only passen-

On August 20, 1949, at Youngstown, the PA's of Erie Cleveland-Pittsburgh train 635 have uncoupled so Baldwin DS-4-4-750 388 can attach cars it has removed from the mainline *Lake Cities*.

ger service west of the New York City area when it quit in January 1977 . . . as a Conrail operation, trains 28-29.)

By 1934, the Erie offered four departures daily, PRR seven (three via Niles, four via Alliance), and of course, B&O still operated its single train to Washington. Some of the PRR trains had names (*Steeler, Buckeye, Clevelander*—the latter would be the last man standing), and all offered dining and parlor-car service. This pattern would remain through World War II; afterward, in a bit of postwar optimism, Erie built a new station at Lee Road in Cleveland and PRR a modern one in Youngstown.

In my time

By 1952, the railroads were finding out that the World War II boom was transitory. While B&O still fielded its *Cleveland Night Express* each way, PRR carded only three pairs of trains via Youngstown and another pair each way via Alliance. These were the *Steelers*, on a 2-hour, 40-minute Cleveland-Pittsburgh schedule. With parlor, diners, and modern coaches, they were timed for the business market in morning and afternoon hours.

I never rode the *Steelers*, but I did ride the evening PRR train once from Pittsburgh to Niles, when we missed the P&LE owing to a late running Charleroi line streetcar. PRR used newer lightweight coaches, which to me were pure luxury compared with the heavyweights on the competition.

The P&LE-Erie service was down to three round trips by this time, but the morning and evening trains now had a name: *Steel Kings*. For years after these trains were gone, a large billboard just east of Cleveland Union Terminal still advertised the virtues of traveling on the "Erie Steel King." Diesels had replaced steam on the Erie in 1949 to facilitate the move into CUT (where steam was not permitted), and P&LE received its first Alco PA's the same year, but on the PRR, K4's ruled until about 1952.

The fact that the Erie and P&LE pooled their PA's led to some humorous confusion. A friend of mine who was an operator on the Erie tells the story of driving to work one morning when a popular disk jockey made a visit to CUT for a live radio broadcast. He climbed aboard the first NYC engine he found and asked the engineer how many years he had with the Central. "Forty years on the Erie Railroad," he replied, rendering the disk jockey speechless. The "deejay" had, of course, boarded a P&LE PA on train 624, the morning *Steel King*. But seizing the moment, the Erie engineer saved the day by explaining that this was a joint Erie-P&LE train and that the two roads pooled their engines and cars between Pittsburgh and Cleveland.

Despite billboards, *Steelers*, and *Steel Kings*, the death knell of the Cleveland passenger trains came in 1955 when the Ohio Turnpike opened. This was also the last year I can remember riding "the Pittsburgh train" with my mother and sister. After that, we drove, as a 4-hour trip was cut to under 2½ hours. Two years before, in 1953, PRR had finally moved out of the old Union Station in Cleveland and terminated its diminishing fleet at its 55th Street and Euclid depot on the east side, always a secondary stop but relatively inaccessible to downtown patrons.

Final decline

By 1958 the Erie-P&LE offered just two round trips, only one of which had dining and parlor-car service. Pennsy had also dropped the rest of its trains and offered only the afternoon *Steeler* and the *Clevelander*. Unlike the competition, though, all PRR's trains still had

CHARLES MCCREARY

ALBERT C. ANDREWS JR.

To lure the railroad into Warren, the author's hometown, city fathers allowed tracks to be laid down South Street. Erie 4-6-2 2927 runs the gantlet track with a racetrack special in 1948.

a parlor and diners. By 1959 the *Steeler* was gone, as was the afternoon *Steel King*. The year I went off to John Carroll University in Cleveland, the only Pittsburgh service remaining besides B&O's nocturnal sojourn was Erie 624, which left Cleveland at 8:30 a.m., and PRR 38, the *Clevelander*, which left 55th Street at 5:45 p.m. Westbound, the *Steel King* left Pittsburgh at 6:30 p.m., while the *Clevelander* departed at the unlikely hour of 4:10 a.m. Running time was 3:05 on the Erie-P&LE and 3:45 on the PRR.

I rode No. 623 many times the first year I was in school. It left Warren at 8:03 p.m. and arrived in CUT at 9:05, a mighty quick ride by any definition and a lot faster then either the bus or an auto. On one occasion, owing to an overflow of post-Thanksgiving passengers, I was seated in the parlor car despite my having only a coach ticket. By then, locomotives were changed at Youngstown, and they were steam-equipped road-switchers as the PA's had gone elsewhere—a P&LE GP7 would swap out for a 900-series Erie RS2.

The end was near. The B&O trains came off in 1962, and both PRR's *Clevelander* and EL-P&LE's *Steel King*, all reduced to coaches only, were dropped in 1964. After 112 years, the era of Cleveland-Pittsburgh trains was over. I count myself lucky to have ridden them, but I was not around for the funeral—I was in a far off country called Vietnam.

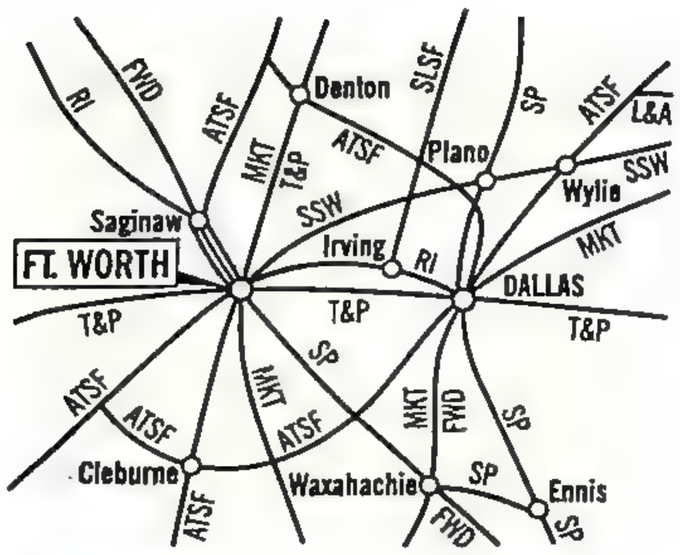
Today the trains are gone and so is much of the trackage. EL's Cleveland line was single-tracked in the late '60's and then abandoned by Conrail in the '80's. The demise of "Big Steel" doomed the P&LE, very little of which now remains. Even once-busy Gateway Yard is nothing but a field with just the shell of the office building left, towering over weeds with the darkened electric sign still intact as a reminder of what was.

Although the old PRR route between Niles and New Castle remains, much else is gone. The Erie station in Warren where I spent so many hours has been gone for a long time, as are the tracks it served. The Youngstown station, at one time headquarters of not only the Mahoning Division but the entire Erie Western District, still stands, but the tracks are gone. The site where *Steel Kings* and *Washingtonians* and *Erie Limiteds* once trod now is a parking lot.

Pennsy's Youngstown depot, built in the optimism of the mid-1940's, remains, but is reputed to be home to a fireworks company. Pennsy's Pittsburgh station still serves Amtrak, although its massive head building has been converted to condominiums. P&LE's magnificent Pittsburgh terminal survives as a top-flight restaurant and shopping center. In Cleveland, the only trains in CUT are on the city's rapid-transit system. Both the Erie and B&O stations were torn down years ago, as was PRR's at 55th Street.

Not quite all is lost. Amtrak operates between the two cities, but only with the long-distance Chicago-Washington *Capitol Limited*, which is not scheduled for Cleveland-Pittsburgh patronage. A small bit of satisfaction is that eastward as far as Alliance, it still runs over the old C&P, the railroad that started it all. Moreover, Cleveland's Amtrak station is on the lakefront not far from where the original C&P depot once stood. Amtrak's Chicago-New York *Three Rivers*, which utilizes the former B&O from Chicago to New Castle before switching to the former PRR to go into Pittsburgh, stops at the site of the old Akron Union Station and also serves the classic B&O station in Youngstown, which had become a restaurant.

As the old saying goes, what goes around comes around.



One day at . . .

Ft. Worth, Texas

By Tom Hoffmann • Photos by the author

IN EARLY 1967, I was in the United States Air Force, stationed at Dyess AFB at Abilene, Texas. Having exchanged slides with a resident of Smithfield, Texas, I was aware of the busy crossing in the middle of downtown Fort Worth, 160 miles east. The junction saw trains of Texas & Pacific and parent Missouri Pacific, Santa Fe, Burlington's Fort Worth & Denver, Frisco, Katy, Southern Pacific, and Rock Island—everyone in town except SP's Cotton Belt.

On Saturday, May 20, I headed east to check things out. This was well before security became an important issue, and the hardest part of gaining access to the tower complex was winding one's way through the businesses off Vickery Boulevard. As long as you were cautious and did not interfere with operations, you were welcomed.

The tower, which was numbered 55 in Texas's statewide scheme and would become famous in later years as "Tower 55" [as profiled twice in TRAINS, in February 1985 and July 1999], at that time bore signs declaring it to be "FW Tower." During my visit, which began about 9 a.m. and ended in mid-afternoon, all the Class 1's except the Rock Island made an appearance. Most of the freight activity featured Texas & Pacific and Santa Fe, with MoPac and Katy

One of the first trains I photographed was Texas & Pacific 21, the *Texas Eagle* from St. Louis, after its 10:20 a.m. arrival in the T&P station (far left). The operator, or leverman, in FW Tower (above), was cordial. The motive power I saw at the tower was a spectrum of diversity, and one bright example was 810, Colorado & Southern's earliest SD7, freshly painted in the Chinese red of parent Burlington. In this northward view (left) from the tower, 810 is heading from Fort Worth & Denver trackage around the northeast connection to the T&P East Yard, off to the right on the main line to Dallas. At the extreme left, visible above a highway overpass, a Santa Fe Alco PA tries to hide behind a pole. It'll go out on train 77 for Brownwood.

manifests spread out among light-engine moves, transfer runs, and passenger trains.

Although passenger service was on the wane, at this time 14 trains a day still made a showing at FW Tower, including six each on the T&P and Santa Fe and two on "the Denver." T&P and MoPac operated Nos. 21 and 22, the *Texas Eagle*, with through coaches, a diner-lounge, and a sleeping car to and from St. Louis, plus a New Orleans sleeper; Nos. 3-4, a nameless, coach-only St. Louis-Fort Worth maid-of-all-work; and Nos. 27-28, similar to 3 and 4 but with a grill-coach and a connection at Marshall, Texas, to New Orleans. Service to El Paso had just been dropped.

Fort Worth & Denver and Colorado & Southern still ran the *Texas Zephyr*, trains 7 and 2, between Denver and Dallas, with a through sleeper all the way plus a diner-lounge-observation car between Amarillo and Fort Worth.

Santa Fe's service included Nos. 15-16, the Chicago-Houston *Texas Chief* (service on to Galveston had just been discontinued); Nos. 11-12, the *Kansas Cityan* and *Chicagoan*, through, to and from Dallas; and 77-78, a portion of the railway's rather unremarked *California Special* service to and from Texas. A coach and sleeper (with 10 roomettes, 3 compartments, and 2 bedrooms) for Los Angeles would come over to Fort Worth from Dallas on train 12, the *Chicagoan*, to be cut off and leave at 9:40 p.m. as train 77 for Brownwood, connecting there with train 75 from Houston to

A perfect A-B-B-A set of Santa Fe F7's leading Extra 263 South nears the T&P diamonds in front of the tower, bathed in a rare spot of sunlight on this spring morning which would yield to strong afternoon storms. In the distance at the right is the caboose of MoPac 902 North. The train has come from the south, and will back around to the east before heading to T&P's big Lancaster Yard.

Lower left: Santa Fe 253 South has departed, and now two F7A's lead MP 880 East past the tower. Bound for Dallas and perhaps beyond, the train originated at Lancaster Yard. Dominating the skyline is the T&P Station, which housed the passenger depot and also had been T&P headquarters. Today the building again serves passengers, those on DART's Trinity Railway Express commuter trains.

A little after 3 p.m., Fort Worth & Denver train 2, the *Texas Zephyr* from the Mile High City, rounds the northeast wye (below) onto the T&P in preparation for backing into the T&P Station. Power for the *TZ* was drawn from four E5A's and three E5B's assigned by Burlington to C&S and one each E5A, E5B, E8A, and E8B to FW&D; this day, the E8A and an E5B are in charge. Behind the yellow UP express boxcar is a Louisville & Nashville sleeper.

Every FW Tower railroad except the Rock Island sent trains through the junction during my visit. From the top: An old Baldwin AS616 in the three-digit number series of the former SP subsidiary Texas & New Orleans burbled through the plant on SP's own track, returning to its yard immediately to the south. Katy 24, a 1946 Baldwin DS-4-4-1000 re-engined by EMD in 1959 and based at Katy's Ney Yard just to the south, moved through with a cut of cars. Frisco owned no track near the tower, but GP7 565 showed up running light. Immediately ahead of C&S 810 [page 63], Santa Fe SW9 2438 headed south with a transfer run.

Clovis, N.Mex. At Clovis, the through Texas-California cars would go onto train 1, the *San Francisco Chief*, for Barstow, Calif., where the L.A. cars went onto train 23, the *Grand Canyon*, for the final lap over Cajon Pass into L.A. Eastward, the L.A.-Dallas through cars operated in trains 24, 2, 76, 78, and 11.

The FW Tower operator proudly stated that, although Missouri Pacific had merged T&P operations in 1962, he was a "TP man" (verbally, they always omitted the "and") and noted his paycheck still read "Texas & Pacific." (The carriers would not merge corporately until 1976.) He kindly shared his insight with me into the daily comings and goings and operational changes. MoPac had recently acquired operating rights on the Katy from the south, although a connecting track at FW Tower from the northward MKT to the westward T&P had yet to be finished, so a northward train would have to clear the plant, make a back-up move to the east, and then proceed west through the interlocking to Lancaster Yard (later named Centennial Yard).

The motive power I saw was a spectrum of diversity, with an abundance of F units, an SP Baldwin AS616 running out its final days of service, and Santa Fe PA's, E8M's, and new GE U28CG's on the *Texas Chief*, as well the latest in GP40's on the Katy. I concluded my first visit at the tower shortly after 3 p.m., because storms were approaching and I wanted to go over and ride the Leonard's Department Store trolley in downtown Fort Worth, which I did.

I would make several more visits to FW Tower, until September 1969, when I was reassigned to Southeast Asia. Each was a rewarding experience that one no longer can duplicate. ■

Led by its customary pair of new GE U28CG's ("G" for steam generator), train 15, the *Texas Chief* from Chicago, pulls out of Santa Fe's passenger station just after 2 p.m., headed for Houston. The 13th and last car has just cleared the platform umbrella sheds. Rock Island's passenger trains also used the Santa Fe station until 1966, when RI's last Texas train, the *Twin Star Rocket*, was discontinued; Katy trains used T&P Station. Today, you'd see mostly new freeway overpasses here.

Two of the latest in Katy power, 10-month-old GP40's, bracket an F3B on hotshot No. 4's train, today Extra 172 North. Although always "55" in Texas's statewide registry of railroad interlocking towers, in 1967 the building at the heart of Fort Worth railroading was known as "FW Tower."

Wabash's phantom

By Neal R. Fink

WABASH STEAM ENTHUSIASTS have long pondered the missing "N" classification in the railway's locomotive roster. Like many other roads, the Wabash designated its engines by wheel arrangement, utilizing a leading capital letter followed by numerical sequences denoting design variations. For instance, E-series were all Atlantic types, with E-1, E-2, E-3, and E-4 indicating separate designs.

Beginning with the class A 0-4-0 switchers, Wabash's alphabetical designations proceeded through the class M 4-8-2 Mountain types. The next logical letter, N, was omitted, but was followed by classes O for 4-8-4 Northerns and P for 4-6-4 Hudsons, the road's final steam-locomotive types.

Thanks to some railroad historians, a probable explanation for the omission has come to light. The N class would have been 2-10-4 Texas types, heavier and more powerful than any Wabash locomotive, before or after. Evidence comes from a 1929 preliminary plan prepared by the office of the superintendent of motive power in Decatur, Ill. Whether exactly correct or not, the speculative text that follows, and the accompanying sketches, attempt to show "how it might have been."

Wabash was a fast-freight railroad. Largely single-track, the 2500-mile system's main lines linked Detroit and Chicago with the hub of Decatur, where lines diverged to St. Louis and Kansas City. Another route linked the latter two cities, and there were secondary lines to Toledo, Council Bluffs/Omaha, and Des Moines; across northern Indiana; on Canadian National trackage rights across Ontario from Detroit to Buffalo; and a few branch lines. In the 1930's, the Detroit-St. Louis and St. Louis-Kansas City lines, plus Montpelier, Ohio-Chicago and Chicago-Bement (Decatur), Ill., were all laid with 100-lb. rail. The Brunswick (Mo.)-Council Bluffs line, and those from Moberly, Mo., to Des Moines and to Decatur, boasted 90-lb. rail.

Wabash was the only east-west-oriented Class 1 railroad to span the "invisible wall" of Chicago-St. Louis-New Orleans. It reached the busy Kansas City gateway without having to go through Chicago or St. Louis, a competitive advantage successor Norfolk Southern still enjoys today. Wabash called its top freights "Red Balls," and they galloped over the main lines on schedules designed to meet or surpass the competition.

During 1923-31, Wabash added to its freight fleet 130 locomotives of modern designs, all capable of moving tonnage fast. First, in 1923, were 24 class K-3 2-8-2's (Nos. 2250-2273) and 6 K-3b's (2274-2279); in 1925 came 25 K-4 (2720-2744) and 20 K-4b Mikados (2700-2719), along with 5 class K-5 three-cylinder versions (2600-2604), all from American in Schenectady, N.Y. The three-cylinder engines were ultimately deemed unsatisfactory, but their boilers were used in 1943-44 for P-1 class 4-6-4 Hudson passenger locomotives 700-704. Two more Hudsons, 705 and 706, utilized the boilers of K-4's 2744 and 2743. The K-3b and K-4b classes were equipped with trailing-truck boosters. All the Mikes had 64-inch drivers.

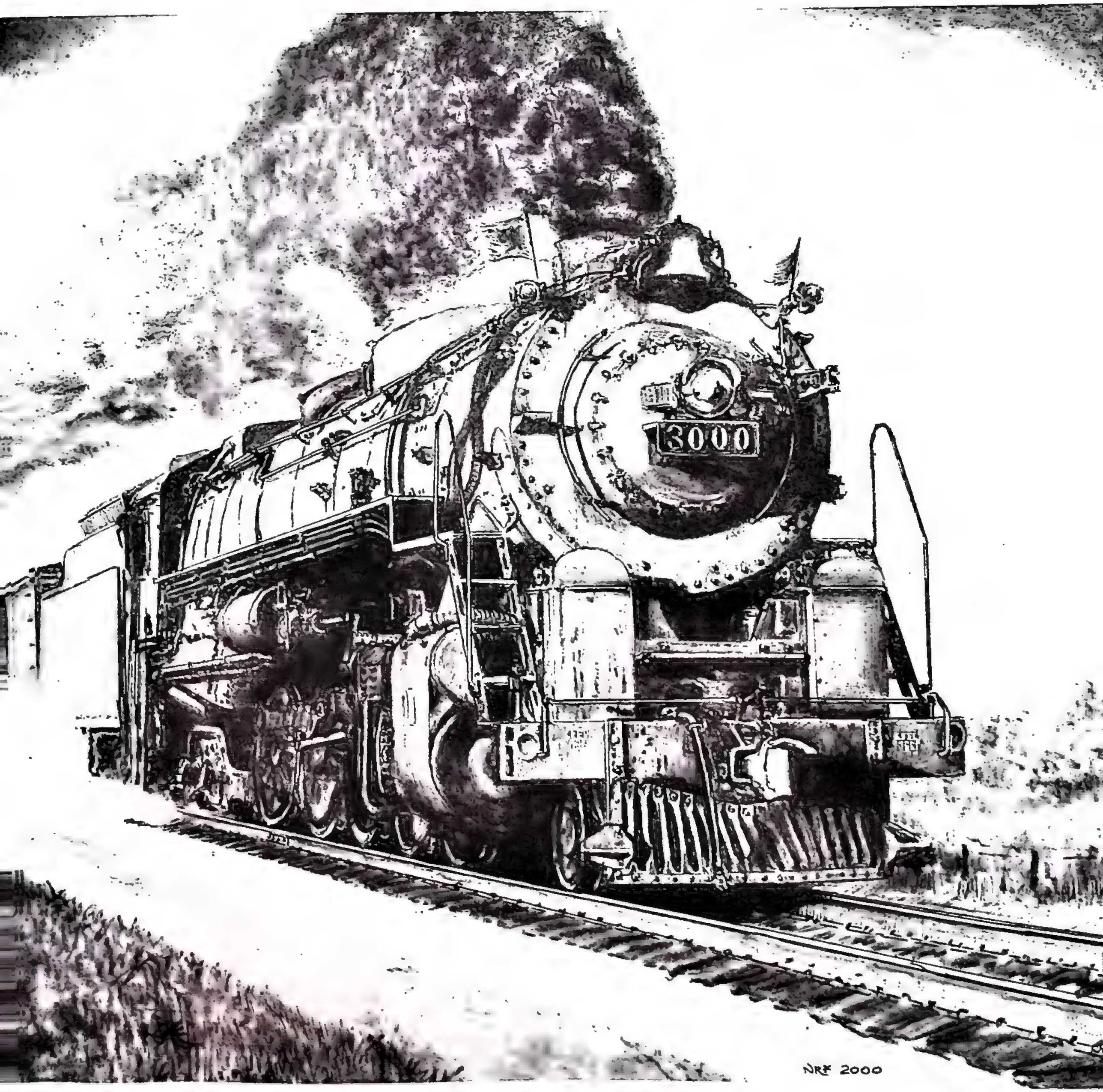
Five years after the Mikados, two new wheel arrangements appeared: 25 class M-1 4-8-2's in 1930 (2800-2824) and 25 class O-1 4-8-4's (2900-2924) in 1930-31, all from Baldwin. These 50 new engines embodied "Super-Power" principles, including 70-inch drivers, and were assigned to the Red Ball freights, principally between Decatur and Detroit. Many of the booster-equipped Mikados found a home west of Decatur on the the Decatur Division's 10th District and the Moberly Division's 12th District, the toughest territory on the Wabash.

It is presumed that the N-class engines, had they been built, would have been contemporaries of the M and O classes of 1930-31, and would have been

Fantasy: In author Fink's mind's eye, and now ours too, this is how a Wabash 2-10-4 might've looked racing over the 10th or 12th District.

N class

The 2-10-4's that never (quite) were would have been the road's heaviest, most powerful locomotives



assigned to run Decatur-Moberly. They probably would have been booster-equipped, and classed N-1b.

Good news, bad news

The 12th and 10th Districts formed the key link in Wabash's competitively advantageous Kansas City route, which traversed two major river valleys, the Illinois and the Mississippi. It was single-track, but without the bother of significant passenger traffic.

In that era, fast freight over the Wabash tended to stream from west to east. Red Balls blocked in Council Bluffs and Kansas City converged in Moberly, a junior version of Decatur where five routes met. The 12th District—a line built by the Katy but operated jointly after 1894 and leased by the Wabash in 1923—stretched east to Hannibal, Mo., on the Mississippi; the small yard and terminal, called Outer Depot, was west of town. The 10th District, after twisting through downtown, a large cut, and a river-bluff tunnel before crossing Burlington's "river line" and a movable bridge over the Mississippi, proceeded through a sawtooth profile and through the Illinois River valley before gaining a flat, straight path through Jacksonville and Springfield to Decatur.

These two districts presented Wabash operating people with their largest headaches. Grades on the 10th District reduced tonnage and overall train speeds, and required the use of helper engines on the 1.5 percent inclines flanking Baylis, Ill., in between the two river valleys.

The distance from Moberly to Decatur was 211.9 miles, and Red Ball No. 90, hottest of the eastbounds, was scheduled over the 69.7-mile 12th District in 2 hours 20 minutes, an average of 28.9 mph. After a crew and caboose change at Outer Depot that required 15 minutes, 90 went east over the 10th District's 142.2 miles in 5 hours 20 minutes, averaging 26.6 mph. While these times would be creditable on many other roads, on the Wabash they left a lot to be desired. No. 90, for example, averaged 30 to 40 mph over other districts, with K-, M-, and O-class engines making the faster times with 4000 to 5000 trailing tons. At Moberly, tonnage was reduced to 3500 behind booster-equipped Mikados, and they needed K-1 helpers on the 10th District to handle that much.

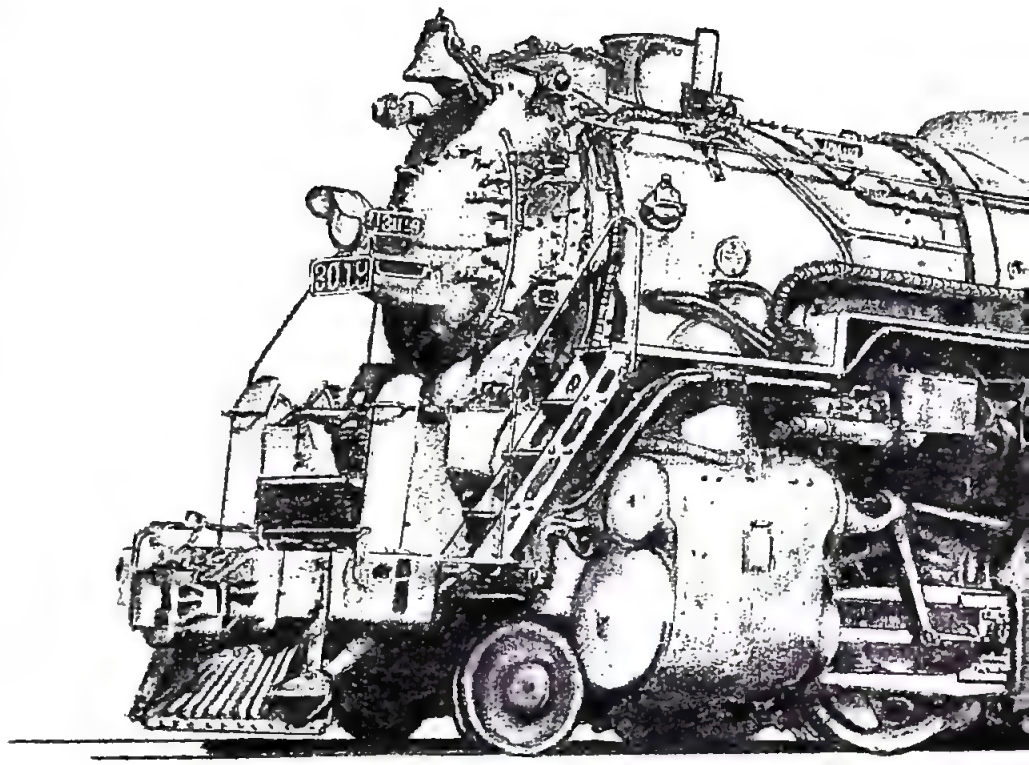
Objectives for the N-1b

It was for operation over these two districts, presumably, that Wabash Superintendent of Motive Power George M. Hess inked the design for the 2-10-4 in 1929. Objectives would have included an increase in train tonnage to 4000 or more; an increase in average train speed; elimination of 10th District helper operations; and an overall reduction in operating expense.

Before we examine Wabash's potential 2-10-4's in detail, permit a discussion of the Texas type. Aside from a one-of-a-kind 2-10-4 in 1919 on the Santa Fe (which fitted a 2-10-2 with a four-wheel trailing truck for experimental purposes), the first 2-10-4 was introduced on the Texas & Pacific in 1925, hence the generally accepted name for the wheel arrangement. An immediate success, the Texas type was soon found on other Class 1's in fleet quantities.

Of particular note were the 18 class M-4 2-10-4's of the Chicago, Burlington & Quincy, built by Baldwin in 1927-29, whose design Hess copied for the proposed Wabash locomotives. In many instances, the N-1b duplicated the Burlington engines' vital statistics, but another design based on the Burlington M-4 saw the light of day on the ore- and coal-hauling Bessemer & Lake Erie ["Tough Texans of the Bessemer," Winter 2000 CLASSIC TRAINS], which had 47 in classes H1a through H1g, built by Baldwin 1929-44.

Examination suggests that the Wabash engines would have been closer cousins to the B&LE locomotives than the Burlington Route's because of the booster and a total locomotive weight of about 5 tons more.

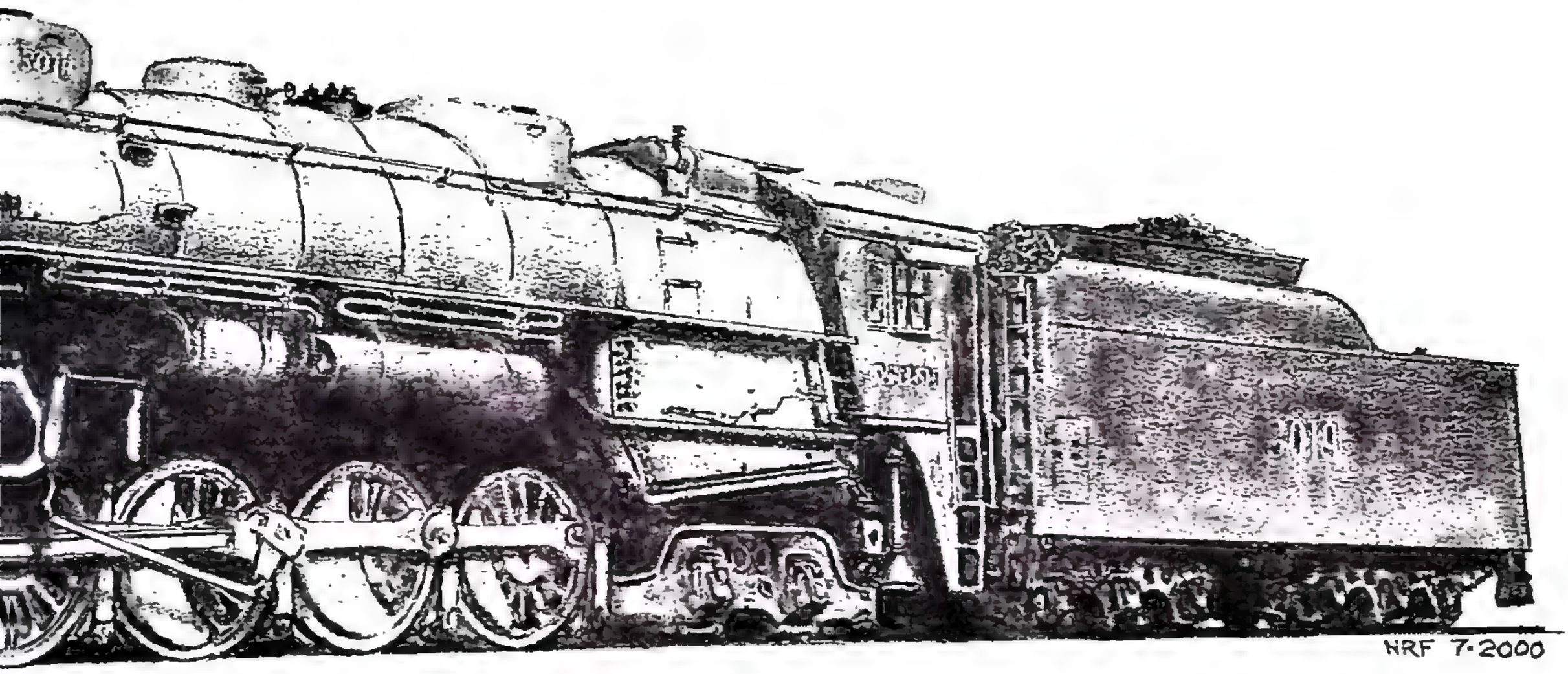


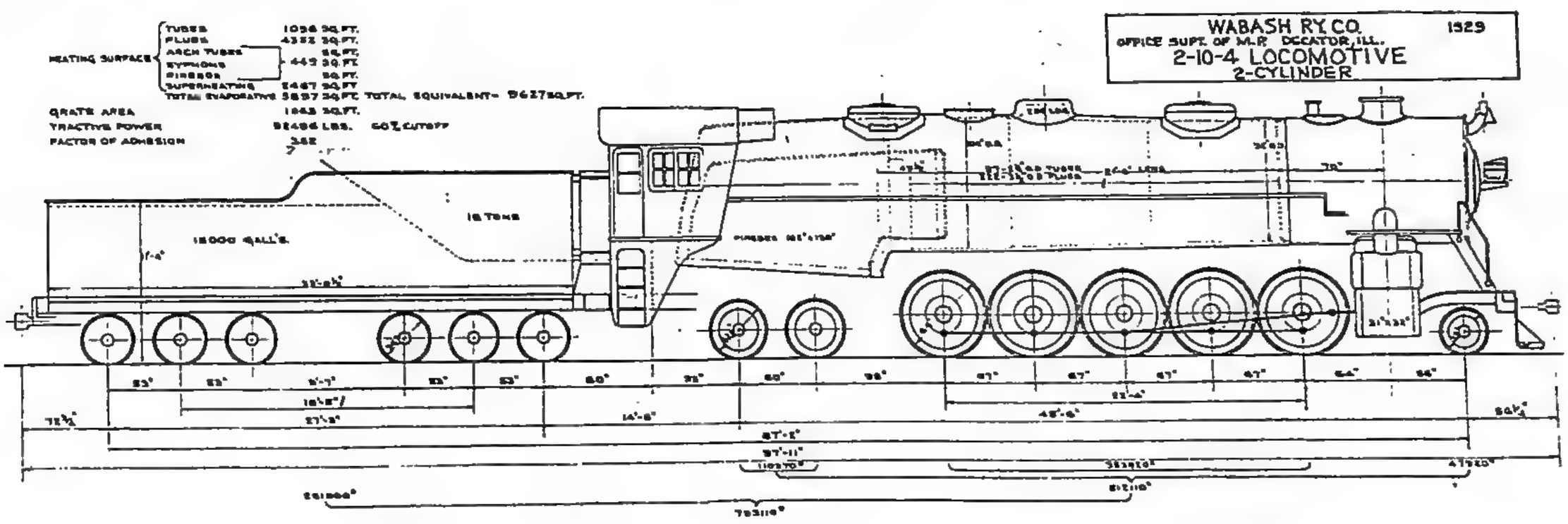
Alpha and Omega: To accentuate the fantasy, author Fink in his supposition differentiated the details between the first 5 N-class locomotives [page 66], and the remaining 15, as with 3019.

Looking one over

Let's imagine that the Wabash N-1b's had been built and were in service. We're in Moberly or Decatur and will inspect one closely. The frame is a single steel casting, extending from the pilot beam to the tender buffer. Built integrally into this casting are the cylinders, back cylinder heads, and cylinder saddle, also supports on the pilot beam deck for the twin Westinghouse cross-compound air compressors. There are other built-in refinements including mounting brackets for the crosshead guide yokes, the valve gear frames, and the other supports and bearing surfaces for the brake system and running gear.

The ten 64-inch drivers are coupled by modern (for 1929) main and side rods, incorporating lateral-motion devices. Alligator crossheads and guides are employed to transmit the piston thrusts to the main rods. Admission and exhaust events of the piston valves are controlled by Walschaert valve gear on the group we've numbered 3000-3014 and by Baker gear on the last five, 3015-3019. (We could've chosen the 2850-





Proof that the N-class 2-10-4 indeed was given serious consideration is this 1929 side-elevation plan prepared by the office of Wabash's superintendent of motive power in Decatur, Ill.

2869 series to be proper chronologically, but "3000's" sounds so much more important!)

A two-wheel leading truck with inside bearings heads the wheel arrangement, and a cast steel four-wheel Delta trailing truck with booster concludes it.

Atop this foundation is the big boiler, with a steam pressure of 250 lbs. per square inch. The firebox has a grate area of 106.5 square feet, with a combustion chamber ahead of it. Occupying the firebox and combustion chamber are arch tubes and siphons. A Schmidt Type E superheater is inside the smokebox behind the smokestack; all this, together with boiler tubes and flues, have an equivalent heating surface of over 9600 square feet. The N-1b is a prodigious producer of steam.

The front end, rail to stack, incorporates the typical Wabash "lazy V"-shaped boiler-tube pilot. Twin compressors are mounted behind 1930 Baldwin-style flat pump shields on the pilot beam deck, and above them, on the smokebox door, is the headlight, mounted just above center on the 3000-3004 as on the K-3 and K-4 engines. We'll assume the 3005-3019 have their headlights centered as on the later M-1 and O-1 classes. A cantilevered bell occupies the top smokebox front above the headlight. Completing this architecture are the classification lamps and flagstaff holders flanking the bell.

On top are the Worthington Type S feedwater heater, the smokestack flanked on the fireman's side by the whistle, the multiple throttle cover, its connection, and the reach rods along the engineer's side from the cab. Next, beginning near the first boiler course is a large sand dome followed by the steam dome. Behind it is a low, flat dome for the safety valves. Following are the second sand dome, the turbogenerator, and the turret.

On the fireman's side under the running board are the air tanks with cooling pipes, the feedwater heater hotwater pump and left-side lubricator just

Scenic highlight: On August 17, 1948, Mikado 2713, on an extra from Decatur to Hannibal's Outer Depot yard, has just crossed the Mississippi River and a Burlington line and is exiting the 200-foot curved tunnel through the bluff.

above the piston valve guide, and the booster live steam supply pipe. Underneath the cab and behind the cast frame crosstie are the booster engine connections and cold water pump.

On the engineer's side are an air tank with cooling pipes, the right side lubricator above the piston valve guide, the power reverse, the injector apparatus with a pipe to the boiler check valve, and the booster exhaust pipe along the base of the boiler and angled up to vent behind the stack. A vestibule cab as on the M-1 and O-1 classes completes the locomotive.

The tender is nearly identical to those of the M and O types, with a capacity of 23 tons of coal and 15,000 gallons of water. Just behind the fireman's side cab ladder is the stoker engine, covered by an access door.

Engine and tender measure 97 feet, 11 inches long over the pulling faces, with an 87-foot, 2-inch wheelbase and a height of 16 feet, 2 inches to the top of the stack.

In running order, a fully loaded N-1b weighs more than 520,000 lbs., and the tank weighs in above 300,000 lbs. All in all, she's a big girl.

Made to run and haul

Clearly, Nos. 3000-3019 would have been tremendous powerhouses. But what would have been their speed performance?

While the Wabash had a reputation for high-speed freight operation, 10-coupled locomotives were known as machines hard on roadbed and engine components. All too often, at speeds above 30 to 35 mph, the piston thrusts from large cylinders were transmitted to poorly balanced drivers. The mayhem that resulted is known as "dynamic augment." Anyone who's seen and heard an automatic clothes-washing machine with an unbalanced load in the "spin" cycle has witnessed this. As the washer begins to vibrate violently, it can and does occasionally begin to "walk" across the floor.

This was the curse of many 10-coupled engines. Before we get to the N-1b, though, let's look at Wabash's other 10-coupled locomotives, 25 Brooks-built (in 1917) 2-10-2's of the L-1 class. True to the reputation, Nos. 2501-2525 were hard-riding drag engines limited to a top speed of 35 mph. The Banner Route found them ill-suited for scorching ballast and by the late 1930's considered them surplus. During the wartime 1940's, most were sold off to other railroads hungry for power and with low-speed assignments for drag, transfer, and hump duties. By 1946, only 7 of the 25 remained on the Wabash.

By the time the N-1b's would have arrived, driving-wheel counterbalancing had been improved, but real progress in this area was realized a few years later. The introduction of disc-centered wheels, the development of lightweight rods, and application of roller bearings to driving and other axles came about in the mid-1930's. These innovations permitted much higher speeds for all locomotives, passenger as well as freight. Burlington's Texas types serve to illustrate this—CB&Q rebuilt its 2-10-4's into fast freighters with the above-mentioned modifications and redesignated them class M-4a. Other examples exist, notably that of Illinois Central, which completely transformed some of its 2-10-2's to 60-mph greyhounds for Iowa Division perishable freights.

It seems reasonable to surmise that lightweight rods, disc-centered drivers, and roller bearings could have made the N-1b a true Red Ball freight-hauler in the true Wabash mold. Enginemen on the 10th District soon would have found this out first-hand when they encountered flatland running over good roadbed.

Riding in the cab

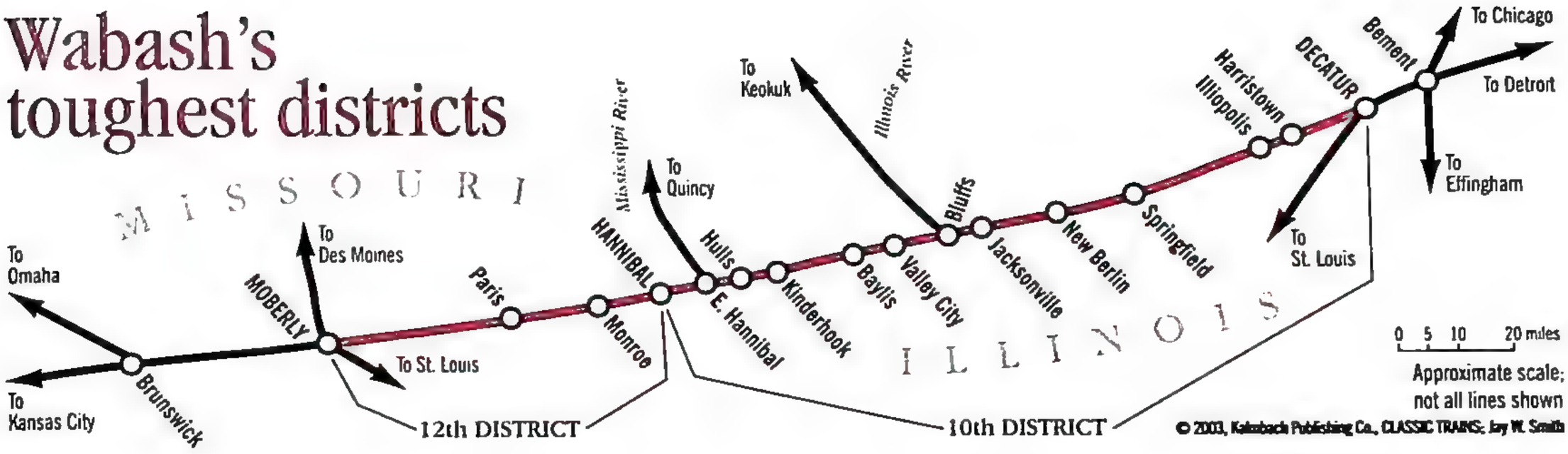
Imagine that we're sitting in the cab of a 3000 assigned to the first section of No. 90 on the 10th District. The classification lamps show green to the front and sides, and green flags are whipping straight back from their staffs.

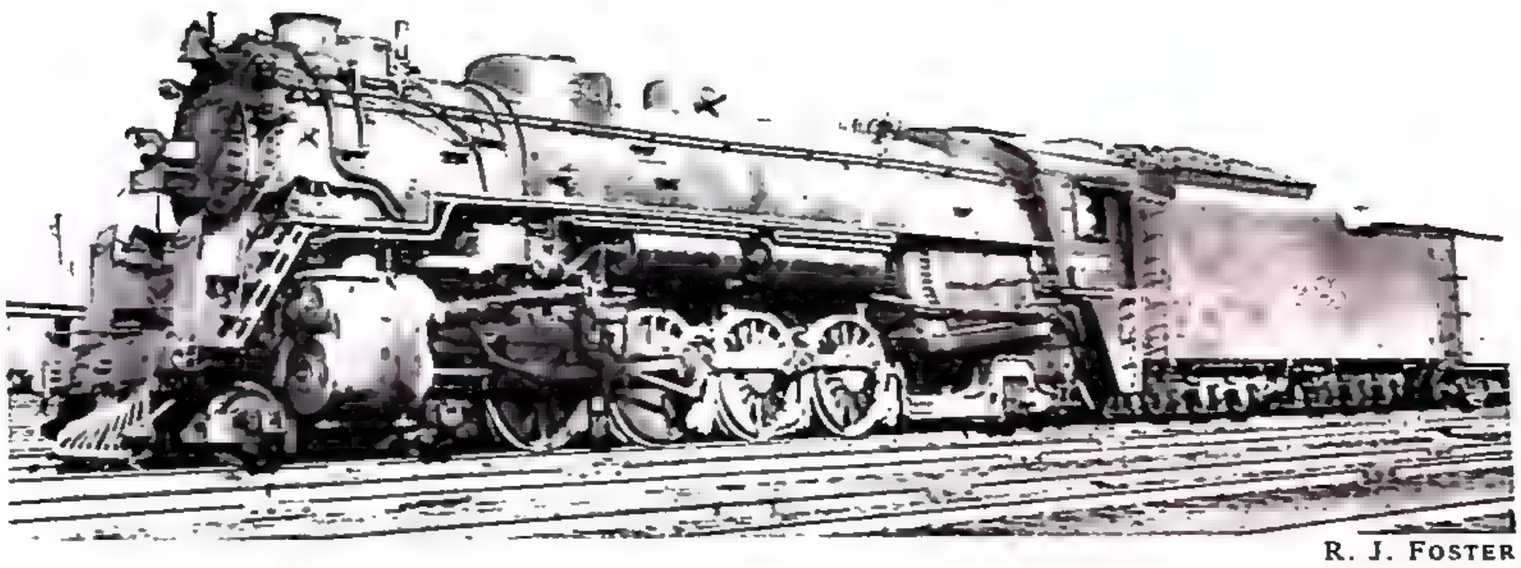
We're into Illinois, with Hannibal, Hulls, and Kinderhook behind us. Our train has more than 4000 tons and the engine is starting to work harder on the ascending grade that began at milepost 505 (from Detroit). Behind the tender, the cars are gently rocking as we pass the turnout at Camery, the old helper siding, now out of use.

The throttle is wide open and we're running at the limit. The warm weather is dry, and there's not much wind—ideal conditions. The rising sun reflects brilliantly from the twin streaks of silver ahead on our single-track main. As the locomotive climbs higher, the trailing burden of the train begins to impede her; the exhausts grow louder and slow to a more measured and labored beat.

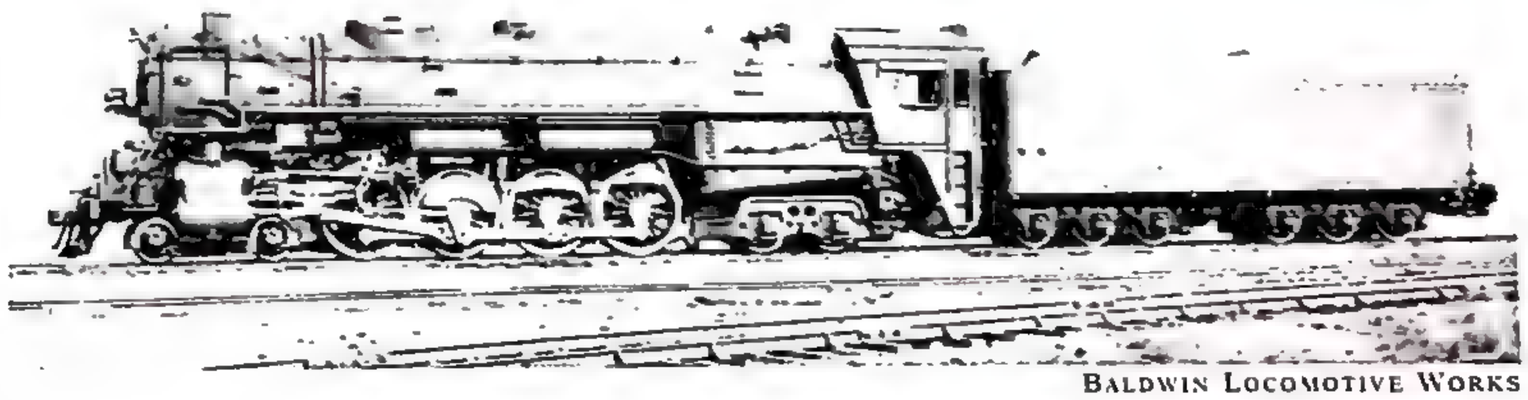
By the time we pass Hadley, we're

Wabash's toughest districts





R. J. FOSTER



BALDWIN LOCOMOTIVE WORKS

Reality: On either side of Wabash's proposed N-class 2-10-4's on its roster were M-class 4-8-2's and O-class 4-8-4's. On December 9, 1949 (top), at Brooklyn, Ill., the road's East St. Louis-area yard, M-1 2824 was ready to depart with a perishables train for the east. In October 1930, O-1 2916 posed for her Baldwin builder's portrait.

under 30 mph with the booster cut in. From here on, it's the engine crew and the 3000 against the hill. The fireman, manipulating the stoker valves, keeps an eye on the water glass and pressure gauge needle hovering near 250 lbs. The coal blown in the firebox ignites immediately, and the stack belches black smoke into the morning air until the fire "cokes over" and the stack clears. Not for long, however, as the hard-working engine, operating at capacity, must be fed coal more frequently.

The engineer impartially sounds the deep, mournful "steamboat" whistle at each crossing, be it a highway or a gravel back road. He's been increasing the valve stroke as engine and crew resolutely battle the hill until we reach the top at Baylis. The big N then triumphantly marches past the depot, bell ringing and stack shattering the morning's stillness with cannon-like exhausts. The engineer will lean out of the cab, watch the drivers roll, and drink in the combination of soft coal smoke and hot valve oil, not for any reason other than the sheer enjoyment of it.

The old girl keeps working hard until a little more than half the train is over the hill. What had been working against us—gravity and the weight of the train—now starts pressing against the drawbar as we start downgrade. As the engineer shuts her down, the big 3000 pops off. The fireman, who previously had been sweating to keep pressure up, must now take actions to reduce it. The hogger engages the drifting valve, and starts to "pinch her down" to keep control on the descending grade. Blue brakeshoe smoke starts to drift back along the train.

The fireman cracks the firedoors and anxiously inspects his fire, checking for thin spots, clinkers, and other imperfections which may have resulted from the hard uphill pull. At Valley City on the Illinois River, we halt for water. The fireman scrambles back to the top of the tank and fills her up. The engineer climbs down from the cab, looks her over quickly, oils around, and joins his fireman back in the cab. The block signals, which have been showing green, remain so. A glance to the west reveals a smudge of smoke above the trees. That's second 90, not far behind.

By comparison, the remaining miles to Decatur are child's play for the big 2-10-4 and her enginemen. Moreover, they'll get a chance at some fast running over the relatively flat profiles past Jacksonville to Springfield and then on to Decatur. In a short while, the engine will be serviced, turned, and prepared for her next trip west.

Even though Texas types never burnished Wabash high iron, would our imagination of such engines be any farther afield than predicting some of the steam that really would battle the 10th and 12th Districts after Norfolk & Western leased the Wabash in 1964?

Consider that another Super-Power engine, Nickel Plate 2-8-4 759, covered the route westbound on the 1969 *Golden Spike Centennial Limited*, and in the early 1980's, N&W J-class 4-8-4 611 did the same on an *Independence Limited* excursion to Kansas City. Moreover, other former Wabash districts saw the passage of NKP 759's sister 765, the British 4-6-2 *Flying Scotsman*, Frisco 4-8-2 1522, and N&W A-class 2-6-6-4 1218.

So, what's so wild about imagining an N-1b 2-10-4?

More on our website

Wabash's steam history, with a roster, is available on our website, www.classictrainsmag.com

Trestles and
along the border

Remote and rugged, SP's
San Diego & Arizona Eastern
offered some fantastic photo opportunities

By Gordon Glattenberg • Photos by the author

tunnels

The Goat Canyon trestle, highlight of the Carrizo Gorge line, creaks under the GP9s powering train 452 on April 17, 1965. Lead unit 241 is from SP's Texas & New Orleans subsidiary, while trailing unit 3725 is 1 of 20 SP GP9s built in 1959 with low noses. Tunnel 16 is at right, old tunnel 15's portal is at the bottom of the photo.

With the border gate open to allow its passage, train 452 moves past the SD&AE's San Ysidro, Calif., station and into Tijuana, Baja California, Mexico, on October 24, 1965. For the next 44 miles the train will be on the Tijuana y Tecate before re-entering the U.S. just east of Tecate.

Its border crossing into Mexico complete, train 452 of October 24, 1965, traverses a bridge and tunnel in the short canyon near Matanuca.

THE LINE OF Southern Pacific's San Diego & Arizona Eastern, from San Diego to El Centro, Calif., is legendary, much like Florida East Coast's Key West extension. Both were built by magnates in the early part of the 20th century through challenging geography, and both were eventually devastated by hurricanes. But unlike Henry Flagler's line, the SD&AE may come back to life. The SD&AE has been famed for its scenery, especially in Carrizo Gorge, and it includes a 44-mile dip into the state of Baja California in northern Mexico.

Regular passenger service ended in 1951, but SP continued to run a daily scheduled freight in each direction until 1976. After that, the line's history became a succession of disasters, false starts, and mostly unrealized dreams.

John D. Spreckels, a sugar magnate from San Francisco, adopted San Diego as his hometown after a visit in 1887. He soon chafed at its relative isolation—the only railroad access to the east began by utilizing Santa Fe's line north to Los Angeles. With backing from Union Pacific's E. H. Harriman, Spreckels incorporated the San Diego & Arizona Railroad on December 14, 1906, to connect San Diego with the Southern Pacific at El Centro.

The route was not hospitable. Construction, which started in 1907, took 12 years and required the boring of 21 tunnels. Work was impeded by the Mexican revolution, floods in 1916, the seizure of U.S. railroads by the federal government in World War I, and a 1918 flu epidemic. After spending $18 million, John Spreckels finally drove the last spike in Carrizo Gorge on November 15, 1919. In addition to the main line, there were three branches in the San Diego area, to Coronado, Chula Vista, and Lakeside.

San Diego is at sea level, and El Centro, in California's Imperial Valley, is about 30 feet below sea level, but the Tecate Divide, elevation 3600 feet, is between them. To keep the grades to 2.2 percent or less, it was necessary for Spreckels to use a route that swung down into Mexico at Tijuana before reentering California just east of Tecate. This section, incorporated as the Tijuana y Tecate, included a short, scenic canyon just east of Tijuana and double horseshoe curves at Valle Redondo.

Eastward, the line crossed back into the U.S. inside Tunnel 4. East of Campo, the line crossed a high steel viaduct

The Tijuana y Tecate station at Tecate was built in 1919, when the line was opened. The buildings at left in the photo are part of the Tecate brewery, and the distant hills mark the location of tunnel 4, where the line re-enters the United States.

SOO LINE

CALIFORNIA
El Cajon
SP
SAN DIEGO
National City
Chula Vista
Pala City
San Ysidro
Tijuana
Arguello
Redondo
Rita
La Puerta
Tecate
Division
Campo
Lindero
Tunnel
Miller Creek
Clover Flat
Hipass
11 tunnels in 8 miles
Carriso Gorge
Dos Cabezas
Titus
Tacumba
Coyote Wells
U.S. Gypsum (narrow gauge)
Plaster City
Ocotillo
Seeley
El Centro
Calexico
Mexicali
Pacific Ocean
U.S.
MEXICO
BAJA CALIFORNIA
Rough road to San Diego
0 1 2 3 4 6 10 miles
Not all lines shown
© 2003, Kalmbach Publishing Co., CLASSIC TRAINS; Jay W. Smith

Westbound train 451 rides the big bridge over California Highway 94 at Clover Flat, about a dozen miles east of Campo. Although the date is June 19, 1965, the middle GP9 still wears the "Black Widow" freight-diesel color scheme which the SP dropped in favor of red-and-gray in 1958.

Also on June 19, 1965, a U.S. Border Patrol officer inspects a boxcar in eastbound train 452 at Campo, first major point after the Mexican border.

at Clover Flat before reaching the Tecate Divide summit at Tierra del Sol. East of there, the grade required finding a way around the wall of mountains guarding the Imperial Valley, the answer to which was a 10-mile jog northward through 2000-foot deep Carrizo Gorge.

This jog provided the route's most spectacular scenery but also required numerous trestles and 17 tunnels. As the line descended into the gorge, the scenery made a gradual transition from brush-covered mountains to rocky desert. The climate changed as much as the scenery as the line headed inland from the coast. San Diego usually has mild temperatures, while the Tecate Divide sees occasional snow in winter. At the other extreme, a train that left San Diego on a 60-degree summer morning might encounter 115-degree heat as it approached El Centro.

Like many mountain railroads, the SD&AE saw its share of wrecks and other disasters. Floods in the 1920's were followed by the Depression and then, in 1932, by the collapse of tunnel 15 in the gorge. This required a permanent detour through a new, shorter tunnel 15 and over a 180-foot-high curved trestle across a gulch called Goat Canyon. By 1932, the Spreckels heirs wanted out. SP bought the line and appended "Eastern" to its original name.

Traffic gradually declined after World War II, leading to the abandonment of the San Diego-area branches in the early 1960's. In 1970, SP turned the Tijuana y Tecate portion over to the Mexican government.

The major blow to the line came in September 1976, when Hurricane Kathleen washed out miles of track in Carrizo Gorge and the adjacent desert. This prompted SP to, at long last, file for abandonment. However, San Diego County's Metropolitan Transit Development Board (MTDB) stepped into the picture, purchasing the line west of Plaster City in 1978; SP agreed to rebuild the flooded section as part of the deal. Freight operations resumed with shortline conglomerate Kyle Railways as operator, using the SD&AE name, but within two years, tunnel fires in the gorge shut down the east end once again, and it has yet to reopen.

Meantime, the extreme west end from San Diego to San Ysidro, on the border opposite Tijuana, was rebuilt into the very successful San Diego Trolley. Since 1984, RailTex and successor RailAmerica have provided local freight

In a telephoto shot from tunnel 15 that captures the feel of the SD&AE's vast, dry territory, train 451 of January 8, 1966, snakes through the gorge. Though most maps call the canyon Carrizo Gorge, the railroad's siding there was spelled Carriso.

The remains of freight cars and truck trailers (lower right) mark the aftermath of a derailment in the gorge. The trailers' cargo of beer became a magnet for local adventurers, who had to walk miles through tough country to claim their booty.

Late afternoon sun on January 8, 1966, catches train 452 crossing hillside trestles about 2 miles east (north, by compass) of tunnel 15. The train is near the end of its trip through Carrizo Gorge.

service from San Diego to Tecate (running only at night over the trolley line) under the name San Diego & Imperial Valley, although service to Tecate was interrupted for a time in the early 1990's by flood damage east of Tijuana. There is another significant operation on the line, out of Campo, by the San Diego Railroad Museum, which has run numerous excursions both east and west of there using steam and diesel power.

Steam—4-6-0's and 2-8-0's lettered for both SP and SD&AE—handled the line's traffic until the early 1950's. By the 1960's, when I first saw the line, diesel switchers ran locals in the San Diego area and on the east end out of El Centro to the wallboard plant at Plaster City. The line's only through trains were Nos. 451 and 452, fairly short freights scheduled to meet at Dos Cabezas, just east of Carrizo Gorge, at 12:25 p.m., which made them usually reliable photo subjects. Border Patrol inspectors would await eastbound trains at Campo and westbound trains at San Ysidro.

While the employee's timetable still carried the SD&AE name, by then everything else said SP, although the Tijuana y Tecate published its own timetables until 1962. Four-axle SP power was the rule, owing to the light rail and tight curves. Tecate's brewery and Plaster City's wallboard plant were the only significant sources of on-line traffic.

The line may have a future as a through route, thanks to the North American Free Trade Agreement. A new Toyota truck plant at El Gandoul, near Ensenada, plus plans to turn Ensenada into a container port, require a railroad link north to Tecate, then a routing east on SD&AE and UP to connect with the U.S. Midwest and northeastern Mexico. The Carrizo Gorge Railway (CZRY), which has been using trackage rights on the SD&IV mainly for hauling sand to San Diego and running excursion trains to Tecate for the Campo museum, has obtained the operating concession for the Mexican trackage for its subsidiary Ferrocarriles Peninsulares del Noroeste. CZRY has begun restoration of the line in the gorge, and work trains have been in action there since late 2002.

The government of Baja California is taking an interest in the Mexican portion of the line and is planning transit service there. Longer-term plans include lowering tunnel floors to allow double-stack container traffic, and restoring part of the Coronado Branch to give 24-hour freight access to San Diego. ■

1948: Amid postwar optimism, some celebrations

BARNEY L. STONE; COURTESY KRAMBLES-PETERSON ARCHIVE

LET'S CELEBRATE: Born of Chicago & North Western's idea to mark the centennial of the city's first railroad, 38 roads jointly sponsor the Chicago Railroad Fair, a mile-long show on the lakefront which draws over 2 million people in a 12-week run, so successful that there'll be a 1949 encore. A daily highlight is the pageant "Wheels a-Rolling," in which Union Pacific 119 and Central Pacific *Jupiter* (actually Virginia & Truckee's *Genoa* and CB&Q's *Pride of the Prairies*) re-enact their historic Promontory meet to signify completion of the Transcontinental Railroad. . . . C&NW's restored Galena & Chicago Union 4-2-0 *Pioneer* makes a 50-city tour, and Chicago & Eastern Illinois also marks its centennial year, as does Erie's Starrucca Viaduct. . . . Elsewhere in Chicago, though, 11 railroads hold to their individuality, eschewing a plan for a new south-Loop passenger station, instead choosing to upgrade Dearborn, La Salle, and Grand Central.

BETTER TIMES, CHANGING TIMES: Postwar optimism is fueled by economic growth. Baltimore & Ohio pays its first dividend since 1931, and Central of Georgia emerges from bankruptcy. Lackawanna buys Nickel Plate stock toward a merger (which will not occur), and Chesapeake & Ohio President Robert R. Young predicts there will ultimately be 8 to 10 merged systems blanketing the U.S. (He's ahead of his time.) . . . Atlantic & Danville [Spring 2003 CLASSIC TRAINS] gains independence from Southern Railway; Frisco is set to buy the Alabama, Tennessee & Northern; and Boston & Maine sells the St. Johnsbury & Lake Champlain, which becomes the St. Johnsbury & Lamoille County. . . . Not all is rosy, though, as interurban North Shore Line is struck.

GENERAL ELECTRIC

IT'S STILL STEAM VS. DIESEL . . . PLUS: Alco and General Electric complete their first gas turbine-electric, No. 101 (pictured on June 16 of the following year at a Nickel Plate yard before delivery to Union Pacific). . . . Rock Island dieselizes all its mainline passenger service, and Norfolk Southern Railway says it's partially dieselized. . . . Steam still has its moments, however–C&O orders 25 compound 2-6-6-2 Mallets from Baldwin, and Duluth, Missabe & Iron Range buys 26 Mikados from dieselized U.S. Steel sibling Elgin, Joliet & Eastern. . . . Among locomotive builders and suppliers, Westinghouse acquires a 22 percent stake in Baldwin.

WITH PASSENGERS, MOSTLY OPTIMISM: The postwar passenger-train binge is not over, as Southern Pacific orders five new trainsets from Budd and 21 diesel locomotives to re-equip its Los Angeles-New Orleans *Sunset Limited*, Santa Fe debuts the Budd-equipped *Texas Chief* between Chicago and Galveston, via Fort Worth, and Reading introduces its Philadelphia-New York pocket streamliner, the *Wall Street*, all-homemade including new 4-6-2 locomotives. . . . On a smaller scale, interurban Illinois Terminal takes delivery from St. Louis Car of the *City of Decatur*, first of its three electric streamliners, and Milwaukee Road builds two motor cars in its Milwaukee shops for branch-line service. . . . On the downside, New Haven announces it will cease all commuter service on its "Old Colony" lines south of Boston.

CHESAPEAKE & OHIO

FREIGHT-CAR EXPERIMENT: C&O tries the lightweight approach as its Russell (Ky.) shop turns out 10 new aluminum boxcars (lined up in reverse order, 2909 to 2900), which weigh 8200 lbs. less than comparable 40'6"-long, 50-ton-capacity boxcars.

GEORGE KRAMBLES, COURTESY KRAMBLES-PETERSON ARCHIVE

STOP AND GO: Texas Electric asks to abandon its 174-mile Denison-Dallas-Waco line, the state's last interurban route, exemplified by car 365 at the Urbanton stop in McKinney, north of "Big D," on July 4, 1948. . . . The Interstate Commerce Commission approves abandonment of 335-mile Missouri & Arkansas; Colorado's Midland Terminal, last remnant of the Colorado Midland, gives up the ghost; Nahma & Northern, the last logger in Michigan's Upper Peninsula, quits; and Rio Grande closes its narrow-gauge line through Colorado's Black Canyon of the Gunnison River. . . . But Kaiser Steel's 46-mile Eagle Mountain mining railroad opens in southern California, the first new private U.S. line since 1926; Mexico has a new railroad, the Sonora-Baja California; and Monon opens its new 4-mile Cedar Lake (Ind.) cutoff.

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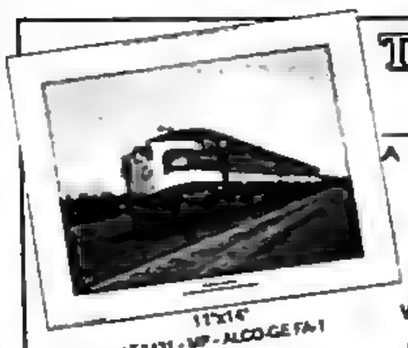

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Rondout memories, 1941

Streamlined Hudsons blazing through with the *Hiawathas* were only part of the show at a northern Illinois junction

AT CHRISTMASTIME 1940, when I was 15 years old, my widowed mother spent $4 of her hard-earned money to buy me a Kodak Brownie Special camera. I was thrilled. I got a job washing dishes in a local beanery, working 10 hours a night on weekends to buy the size 616 film that the camera used.

After school let out for the following summer, I would grab my camera and head for Rondout, Ill. For a dime I could ride the North Shore Line's Mundelein Branch local from Libertyville, where I lived, east to Rondout. Often I would be the only passenger, and they would stop just to let me off.

In Rondout I was in railroad Mecca. The Milwaukee Road main line from Chicago to Milwaukee, and beyond, ran through there, crossing and interchanging with the Elgin, Joliet & Eastern. Even then, the "J" was freight-only. Its only passenger train was an annual employee picnic train. Most of the J's trains were powered by 2-8-2 Mikados.

The Milwaukee Road had everything. There was often a 2-8-0 Consolidation sitting out by the coaling tower, waiting for interchange work, and cars to set out on the rip track for the car knockers to work on. A single-track branch line left the main at Rondout and headed northwest through Libertyville to Fox Lake for the local commuter trains. Several name trains ran beyond: the *Varsity* to Madison, Wis., the *Marquette* to Mason City, Iowa, and the *Sioux* all the way to Rapid City, S.Dak., in the Black Hills. The name trains usually sported a Hudson, while the locals were short trains hauled by Ten-Wheelers or Atlantics. But the big thrill was when one of the *Hiawathas*

FRANK SELLERS

Seen from the North Shore Line bridge, an F7 Hudson rips through Rondout with Milwaukee Road train 15, the *Olympian*, in March 1941.

came blasting through at perhaps 100 mph with a shrouded F7-class Hudson in the lead. I would snap them with my Brownie Special with ballast and dirt flying around me. Exciting!

The electrified North Shore Line ran parallel to Highway 176 but up on an embankment with bridges over both the Milwaukee and EJ&E. The interurban had a weigh-scale house and an interchange track that came down and connected with the two steam roads. On the North Shore, I'd see everything from freight trains to one-car locals to six-car Chicago expresses.

This was heady stuff for a young high-school student. Between trains I would talk with old Nick Mazar, the Milwaukee Road gateman for the Route 176 crossing. He was straight from the old country and drove an automobile called a Star. Whenever a Milwaukee train came through, he would mechanically lower the crossing gates and descend from his watchman's shanty and stand in the road with a stop sign.

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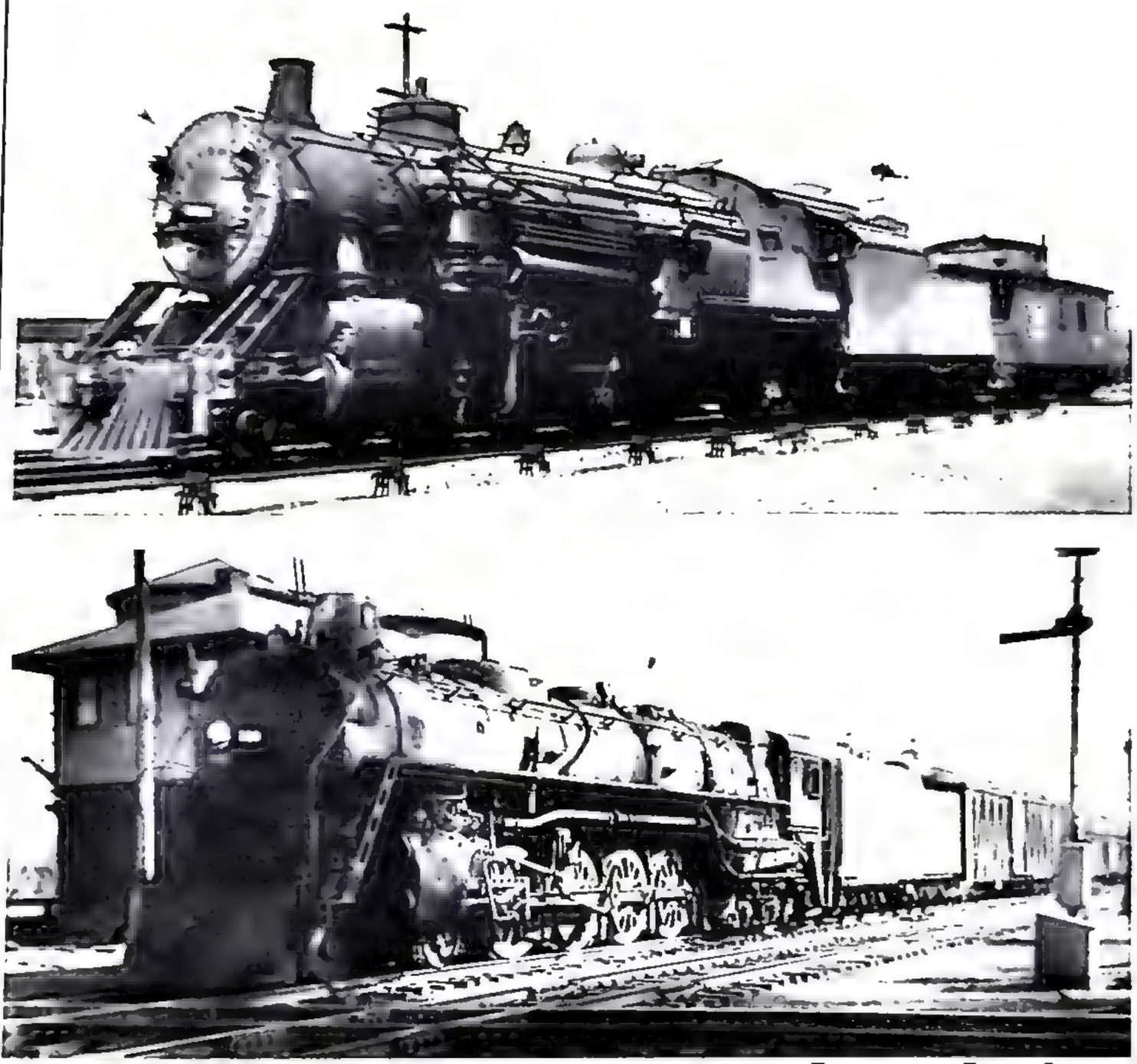

TWO PHOTOS: FRANK SELLERS

Those long summer days of steam-era train-watching are gone forever. But I still treasure them as my "Rondout Memories."—*Frank Sellers*

Rondout, June 1941: EJ&E 2-8-2 783 (top) trots by with a westbound caboose hop; North Shore bridge is at left. Stopped just short of the J diamond at the tower, MILW 4-8-4 220 takes water.

Streetcar Sundays

When Dad was a Philadelphia motorman, "quality time" meant trolley rides

MY DAD WORKED as a trolley operator for the Philadelphia Transportation Company. Stationed at the 10th and Luzerne carbarn, he was one of a legion of veterans who found work on the PTC after World War II. Luzerne was the hub of PTC's north-south routes, and the largest trolley shed in the world. Although streamlined PCC cars were arriving in droves in the decade after the war, the company still operated a large number of classic Brill cars.

The PTC's brass hats frowned on free rides for families of trolley crews, except on Sundays. So, many dads who worked on the Sabbath let sons and daughters ride along with them. As soon as I was old enough, I joined the exclusive group of "Sunday Sons." Since Pop worked most Sundays, I got to log quite a few miles with him.

Though he might be called to work any route, Dad was usually assigned to Route 20, one of the longer north-south lines. Starting at the Broad and Olney station, it followed Old York Road, then 12th Street, through Center City and South Philly and on to the Philadelphia Naval Base. In the mid-1950's, PTC's aging fleet of Brill Nearside cars worked

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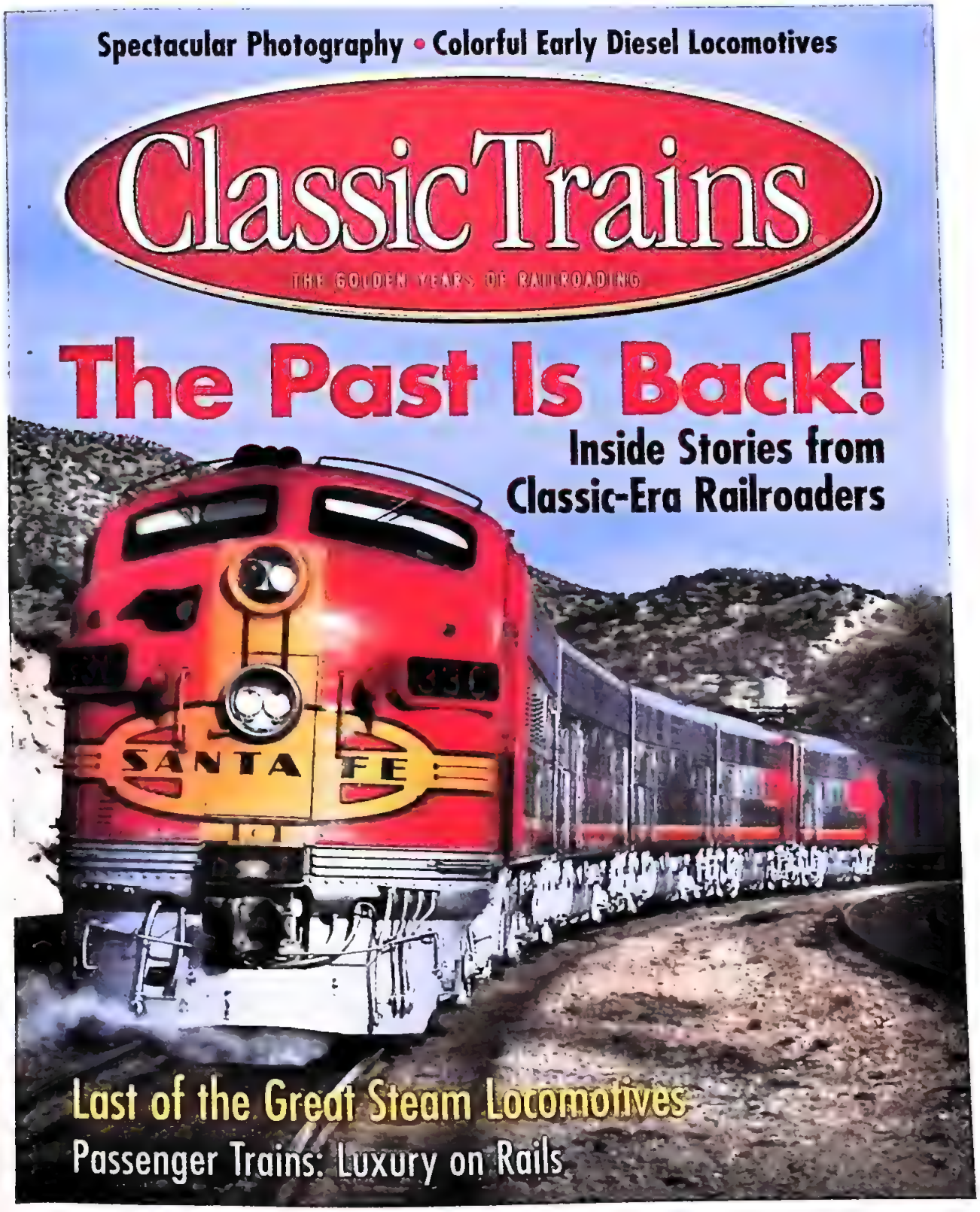
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this route. Riding in one of these was an adventure for a Sunday Son, especially on Route 20. Between Packer Avenue and the Navy Yard was a stretch of private right-of-way over a marshy flat where Veterans Stadium stands today. The contours of the ground and the track had a way of shifting from day to day. Thus one was treated to a Toonerville Trolley-like ride. The cars bucked and swayed enough to curdle milk!

Every time we entered the flat, I'd grab on. Imagine being age 6 or 7 in an empty trolley on a wooden seat, being tossed around like a rag doll. Often I thought we'd be thrown off the rails, careening out of control to a fiery doom! Dad assured me derailments on the flat never happened—well, hardly ever. We always got through unscathed, but there was one run when I thought we'd bought it. With a couple of fares with us, we were buffeting along, when suddenly—*blammety-blammety-blam!*—all hell broke loose. It sounded as if the old Nearside was about to go into splinters!

After what seemed like an eternity, the cacophony stopped and the car screeched to a halt, with me on the floor, and two unnerved riders with their eyes as big as saucers. Dad calmly smiled, and said, "It's just the pole, folks." It had become disengaged from the overhead wire and was being whiplashed by the span wires—a not-unusual occurrence, and easily remedied.

There was also the time Dad had a trainee motorman under his care. On this day, the young fellow was just an observer, watching Dad stand and work the old controls and crank open the manual doors. It was a warm spring day, and just before the end of the run there was a drenching thunderstorm.

At the carbarn Dad told the trainee he could throw the switch that would take the car into its berth. As the young man grabbed the switch iron and exited, Dad gave me a little wink, which I knew meant, "Just watch this!" From my seat, I could see only the top of the man's head through the front windows.

LOUIS A. MARRE COLLECTION

Hail, Columbia! In a gravel pit, a relic of the Gilded Age

THE 2-4-2 was never a common wheel arrangement for American steam locomotives. It derives its "Columbia" name from high-wheeled passenger power of 1893 Columbian Exposition vintage. About as far from the glamour associated with the name as one could get must be this gravel-pit switcher at Caro in Michigan's Thumb region. But she's a bona-fide 2-4-2 of mainline origin, built for the Flint & Pere Marquette long before this April 1946 photo. Hershy Gravel obtained the tiny teakettle, retaining a faded "100" road number on the cab, presumably from Pere Marquette, which absorbed the F&PM in 1900. What use the PM might have had for such a miniature specimen is a puzzlement, but here is the tiny Columbia near the end of its days, still under steam, and still producing ton-miles . . . in very small increments.—*Louis A. Marre*

Then suddenly there arose a tsunami-like wall of water, drenching him. You can bet he learned about the characteristics of a trough-rail switch that day!

My favorite was Route 33. Its two major attractions were the ride over a spectacular trestle, and a sinewy tunnel under the famous Philadelphia Museum of Art. It was a bit like going through a house of horrors, wondering what was around the next sharp curve as the creaking Nearsides clunked along with compressors beating and the odor of hot traction. Dad used to say that operators who worked the tunnel required special certification. I've never been sure if he was pulling my leg, but the PTC thought enough of it that it published a leather-bound, full-color manual with fancy charts and a complete chapter on its elaborate signaling system.

Of the many adventuresome moments I had as a Streetcar Sunday Son, none was more frightening than the one I shared with one of my compatriots and his dad. The motorman, whom I'll call Pete for his protection, was working Route 56 this one Sunday. The route cut Philly in half on Erie Avenue, with the geographic center of the city at the corner of 6th Street. The thoroughfare was also probably the widest and most desolate in any metropolitan area. Between Front Street and Frankford Avenue, the area resembled a ghost town. On any Sunday in the '50's, traffic lights on the two-mile stretch were put on flash.

Route 56 was the bastion of the PTC's 2000-series early PCC cars. They were geared with some giddyup, and Pete showed Petey Jr. and me just how much! One Sunday, somewhere past Front Street on the westbound run to Frankford Avenue, with no fares aboard, Pete looked back at us with a glint in his eye. "Boys, I'm gonna show you what one of these babies can do!" he said.

He stomped on the control pedal, and the acceleration threw us back in our seat. That PCC barreled down a deserted Erie Avenue at what seemed like 100 miles an hour! The trolley lurched and twisted as passing buildings became a blur. Two petrified 8-year-old boys hung on for dear life, certain we were headed toward a mangled pile-up down the line! We survived though, to

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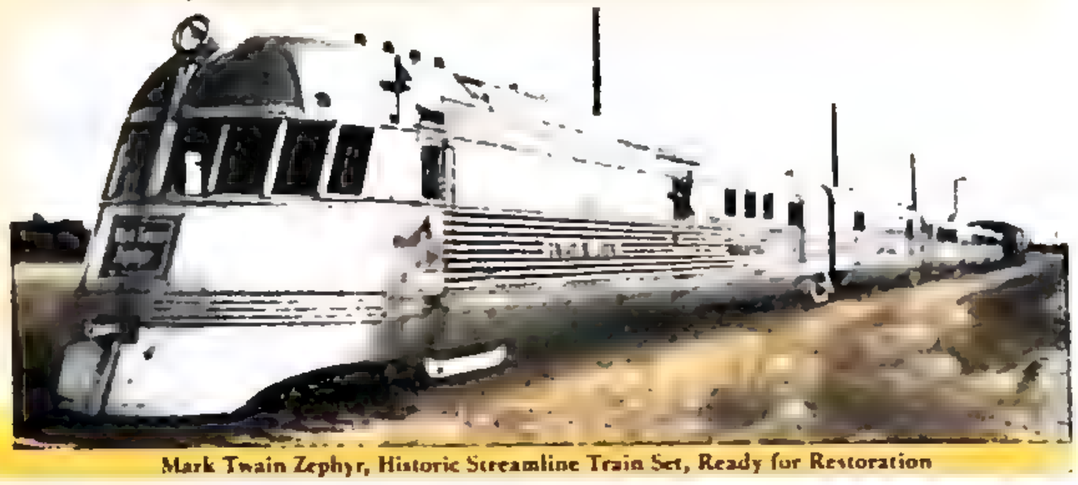

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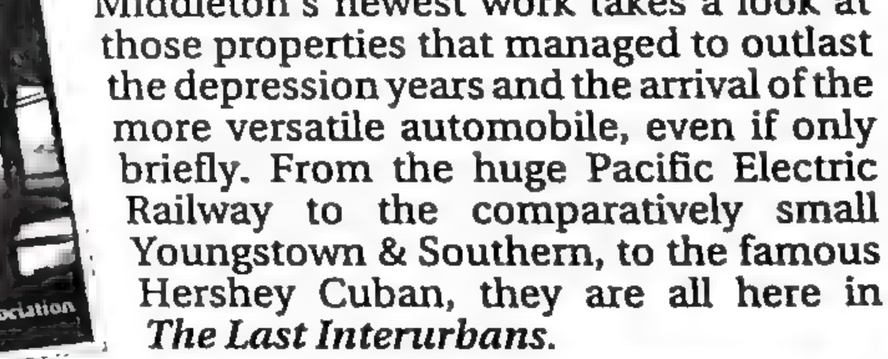
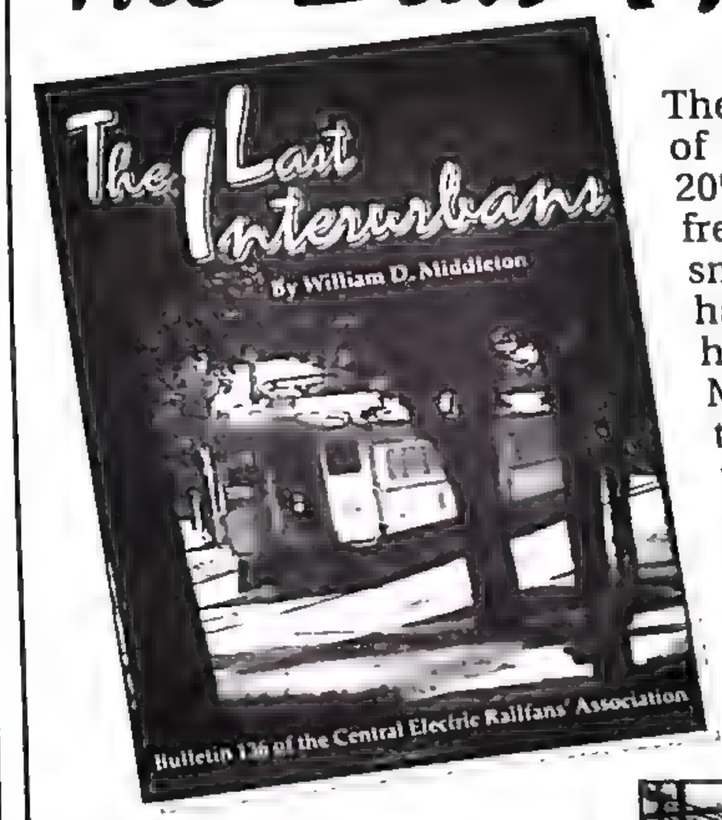


The Last Interurbans



By William D. Middleton

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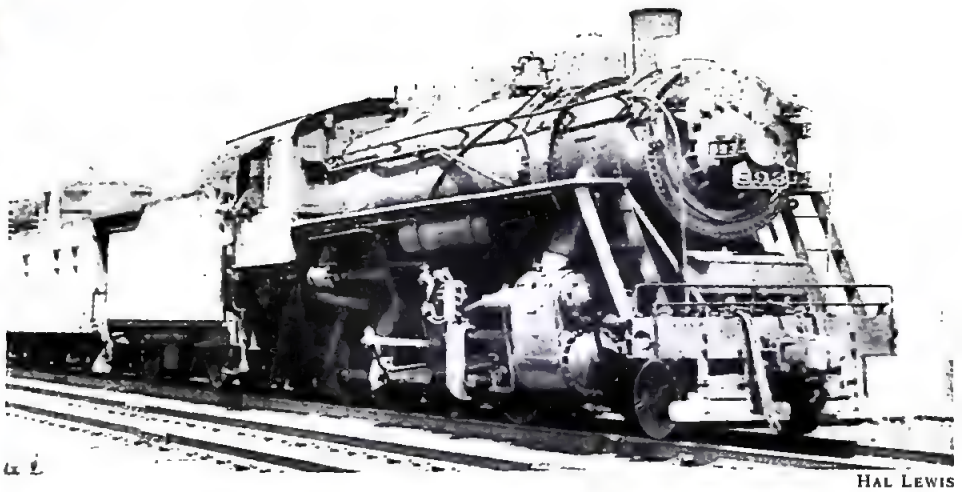

HAL LEWIS

With engineer Steiner at the throttle, fireman Jennings shows photographer Lewis the coal scoop, which Lewis often wielded on NKP 893.

pick up some passengers at Frankford Avenue for a more leisurely trip down Torresdale Avenue.

These routes, the Nearsides, and, alas, most of Philadelphia's streetcars are no more. Though Dad found other work as the lines were phased out, I rode the cars with other operators well into my teens. Even Pete kept a promise by letting me operate a car after I got my driver's license. Sure enough, Pete, by then assigned to the Germantown depot, put me in the driver's seat of car 2800, PTC's highest-numbered PCC. My "run" was all of 300 feet in the depot yard, but what the heck: I was living the fantasy of Streetcar Sunday Sons everywhere.—*Michael G. McHale*

Second 68 and the Lafayette Helper

Body-building with a coal scoop

In 1949, on the Nickel Plate Road's Peoria Division, a daily eastbound local freight, operated as Second 68, ran from Peoria to Frankfort, Ind. Its power was an H-6 2-8-2, a heavier version of a USRA light Mikado. Second 68 switched industries and picked up cars from the Chicago & Eastern Illinois interchange at Hoopeston and the Milwaukee Road at Cheneyville, Ill. Often, Second 68 would arrive at Lafayette, Ind., with a train that was too heavy for the H-6 to pull up the 3.7-mile, 0.85-percent grade out of the Wabash River valley. If this was the case, the G-7 2-8-0 used as the Lafayette switcher would act as helper up the hill. The H-6's were rated at 2250 tons and the 2-8-0's at 1250 tons.

I was a freshman at Purdue University in 1949. Railfans were a rarity, so I was able to ride with the switcher crew on weekends and some evenings when they stayed on to help Second 68. During the winter of 1949-50, fireman Tom Jennings developed a respiratory ailment that weakened him considerably, so I fired the hand-bomber whenever I could. This was a good body-building routine since I planned to go out for the freshman baseball team in the spring.

One unseasonably warm Saturday, Second 68 arrived at Lafayette quite late. There was a danger that it could delay New York Central's hotshot freight No. 98, or worse still, stick NKP's 62, a Berkshire-powered freight with Kansas City beef for New York. As we backed G-7 893 out of the yard and onto the main, I prepared for the trip so we could leave town with a nearly a full water glass and a hot fire with a good heel. We coupled on ahead of H-6 645, and conductor Garrett stuck his head in the gangway to warn us that we had a very heavy train. When the signal at the end of the station platform turned to green, engineer Ed Steiner released the brakes and pulled on the throttle.

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Nickel Plate at Bellevue, Ohio, 1952

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Firing a hand-bomber called for the fireman to use his right hand to slide the shovel into the coal pile. He then pulled the shovel out, preferably about half-full, and swung around quickly from right to left while stepping with his left foot on the pedal that opened the firebox door. If done correctly, the door would open just as the shovel got to the door. The coal was distributed into the firebox: one scoop left-front, one right-front, a shovelful in each of the back corners to keep the heel built up, and finally one spread over the center of the fire by hitting the base of the shovel against the bottom of the fire-door opening. This last maneuver was one I never fully mastered as I sometimes hit the bottom of the opening with the lip of the shovel, spreading coal all over the deck.

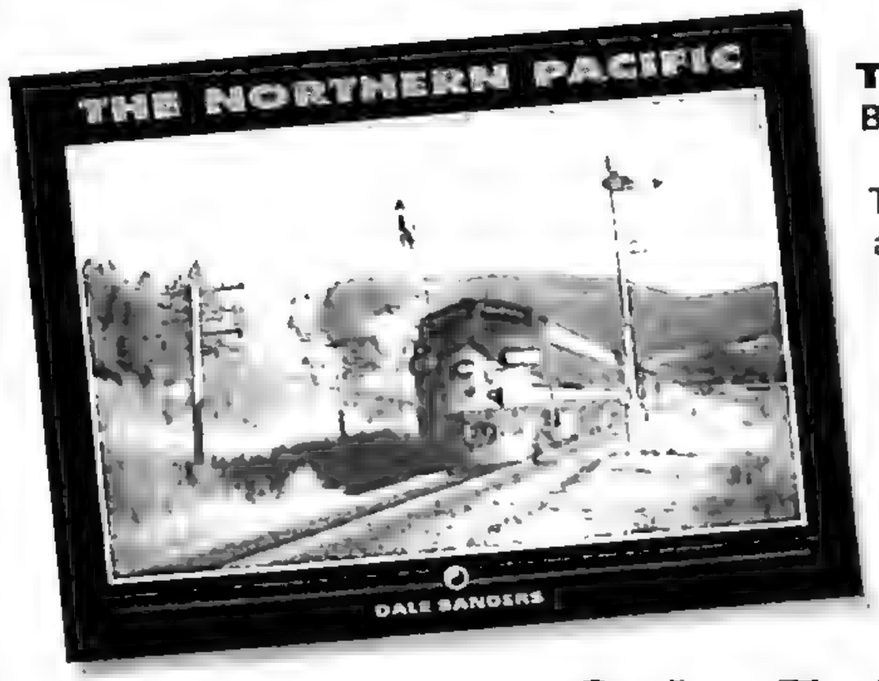
We started up the grade, and I began to shovel in earnest. As Tom turned the injector on, Ed pulled back more on the throttle. Things went well until we lurched across the Wabash Railroad at Lafayette Junction. I smacked the lip of the shovel against the firebox opening and coal flew in every direction. I began to shovel as fast as I could until Tom cautioned me to slow down before I dropped. Then the 893 started to slip, tearing up the fire and making the task harder. That engine could climb a wall without slipping, so I realized that we had a really heavy train.

As we came out of the curve above Lafayette Junction, the water level began to drop in the sight glasses and Ed had to start his injector. Now I had to shovel coal against two injectors. Sweat was pouring off me as I kept feeding the hungry firebox, but the cool water from the tender was beating me as the boiler pressure dropped from the normal 185 lbs. to below 160. If it dropped below 140, the brakes would set and we would tie up the railroad. Meanwhile, the 645 was doing its part behind us, its exhaust thundering like cannon shots. Tom offered to spell me, but I assured him that I would make it. As the pressure hovered around 150 lbs., I felt the 893 sway into the turnout that took us into the siding at Altamont, top of the hill. When we finally ground to a halt, conductor Garrett climbed into the cab and looked at a completely beat student and suggested that I was working awfully hard for somebody who wasn't getting paid.

Remembering the combined tonnage rating of 3500 for the two engines, I asked how heavy the train was.

"Well," replied Garrett, with a twinkle in his eyes, "3950, but that didn't count the cars they picked up at Cheneyville." Everyone, including me, had a good laugh at my expense.

That spring, I made the baseball team.—*Hal Lewis* ■



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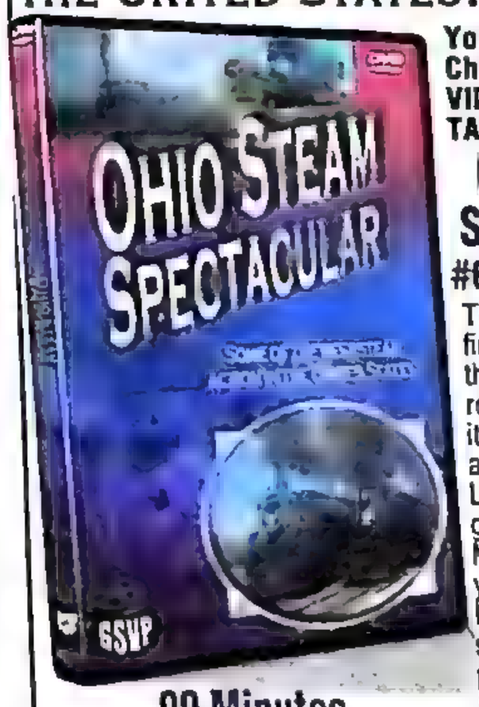

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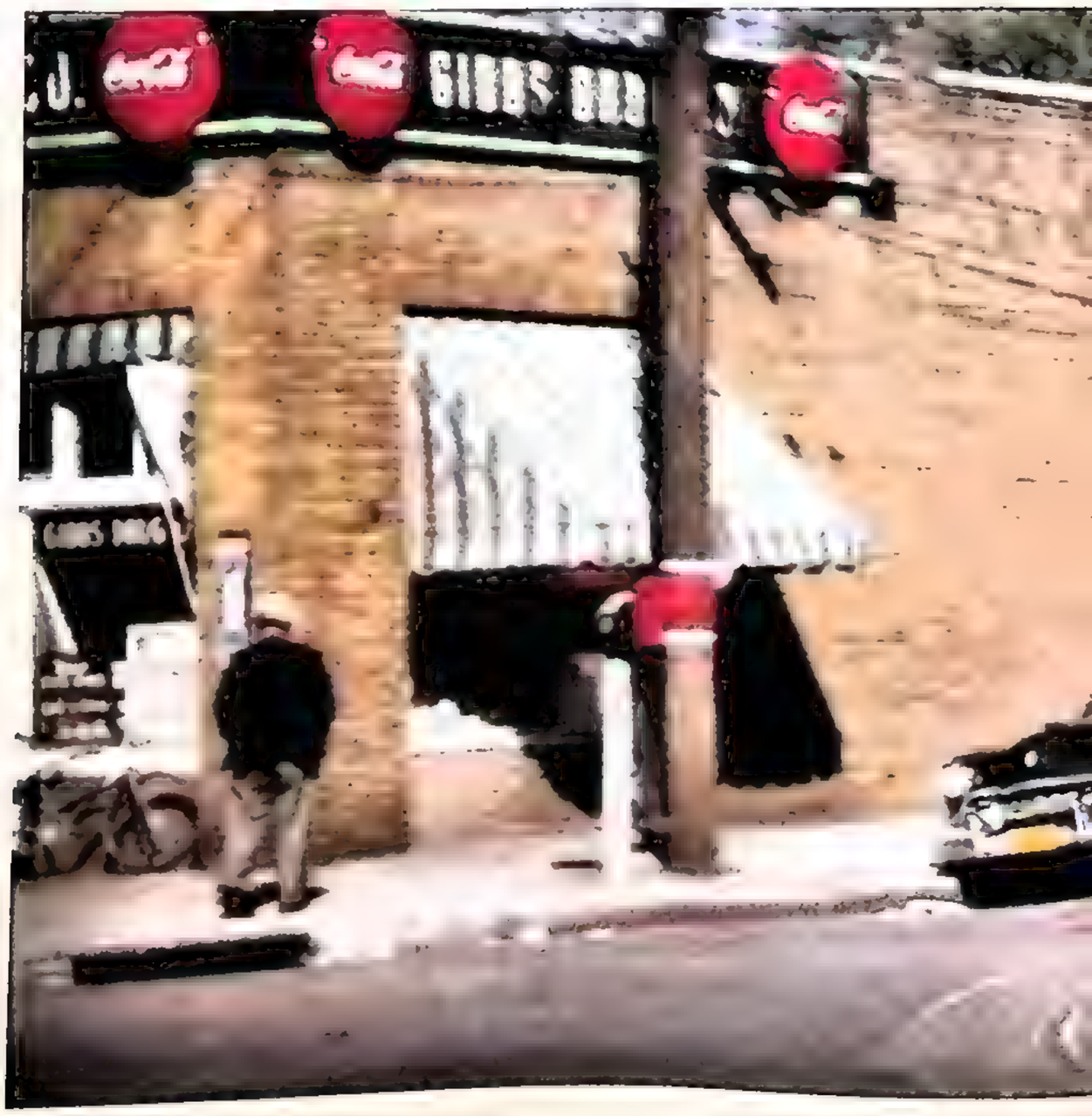
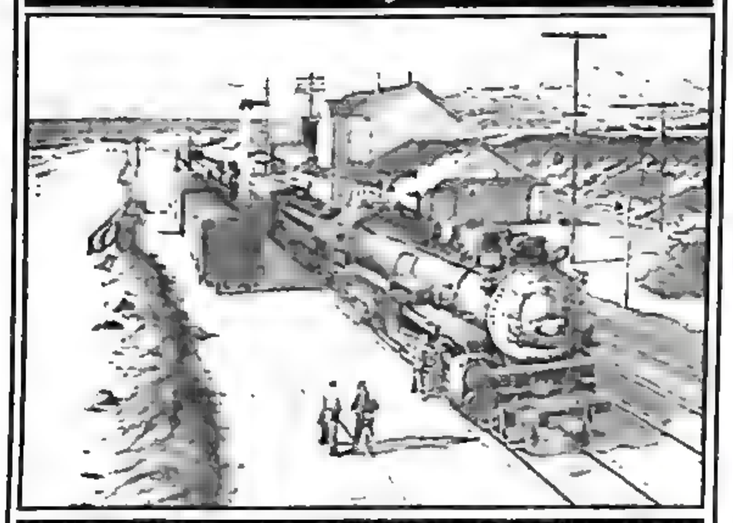


Changing times in Birmingham

Alabama's "Pittsburgh of the South" was served by Birmingham Electric, whose fleet in 1945 consisted of nearly 30 types of cars, many of them secondhand and the oldest dating from 1901. After World War II, riders enjoyed 48 new PCC's from Pullman-Standard's Worcester (Mass.) plant, but BE ended traction service less than a decade later. Sometime around 1950 (left), tired old "curved-side" 554, built by Cincinnati Car Co. in 1926, rattles past the Southern Railway station at Bessemer. The Bessemer lines were BE's last to use non-PCC cars, and were converted to bus operation in '52. At a reversing loop on the West End line (below), PCC 842 boards a passenger. This route went bus in March 1953, followed by BE's last trolley line, the Ensley, in April. BE sold all its PCC's to the Toronto Transit Commission, on which they saw long service before going to Philadelphia's SEPTA.

Two photos: Barney L. Stone, Krambles-Peterson Archive

SOUTHERN PACIFIC'S
Scenic Coast Line
- A Color Pictorial -
by Tom Dill



Southern Pacific author and historian, Tom Dill continues his coverage of the vast system - and all in vivid color. Not only are the Coast and Los Angeles Divisions covered, but also the Western Division - the major feeder for the Coast Line. This is absolutely one of the most fantastic new color books published on the SP. There are loads of steam and first generation diesels with a touch of early second generation diesels. See Santa Fe freights detouring on the SP due to the 1952 Tehachapi earthquake,' demonstrator diesels working the Coast Line, and much more. If you're a steam, early diesel or Southern Pacific fan — do not miss this one. *Get all the exciting action, order today!*

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JIM NEUBAUER

Buffalo Creek & Gauley is one of four southern steam short lines visited in September TRAINS.

COLORADO'S GREAT WESTERN RAILWAY [pages 32-37] was one of no fewer than 38 U.S. shortline railroads that ran steam locomotives in regular service after 1959.

If the topic is of interest but "before your time," there is ample reference help available. Historian Lloyd E. Stagner, who documented the steam stalwarts among the big roads in "The Last Days of Class 1 Steam," in the National Railway Historical Society's *Bulletin* Vol. 47, No. 6 of 1982, has followed it up with a book, a revised version of the work which includes the 38 short lines.

With Stagner's permission, we are offering a list of the short lines on our website, www.classictrainsmag.com, but copies of his 48-page softcover book, *American Steam Finale, 1954-1970* (South Platte Press, 2001), are still available directly from him at $20 per copy, postpaid: Lloyd E. Stagner, 1402 W. Fifth St., Newton, KS 67114.

Those 38 late-steam short lines, which were spread out across 21 states from Oregon to New York, were concentrated in the South, which boasted 23 of them. A notable one was the Buffalo Creek & Gauley in West Virginia, one of four lines visited by Chicago rail-fan photographers Jim Neubauer and Phil Weibler in October 1962. Their seven-page, full-color story, "In the Footsteps of David and Doc" (named for their following the lead of TRAINS Editor David P. Morgan and photographer Dr. Philip Hastings, who searched for steam in the 1950's), appears in the September 2003 issue of TRAINS. The other lines they visited were the Morehead & North Fork and the Kentucky &

Don Angle

Retired Northern Pacific engineer Donald E. Angle died in Chandler, Ariz., on February 5, 2003, at age 83. His article about NP's Jack Woolverton, "An Engineer's Engineer," appeared in our Winter 2002 issue. Angle's career with the NP spanned 1941-69. He was an early member and longtime active supporter of the Northern Pacific Railway Historical Association, and authored several feature articles for the NPRHA's quarterly journal, *The Mainstreeter*. A friend, Bill Kuebler, remembers Angle as "always generous with his time and knowledge. Whenever I called, he answered almost any question I had regarding Livingston enginemen, locomotives, train handling, and especially air-brake systems. He is sorely missed by many NP fans." At CLASSIC TRAINS, we heard from Don often, and we'll miss him, too.

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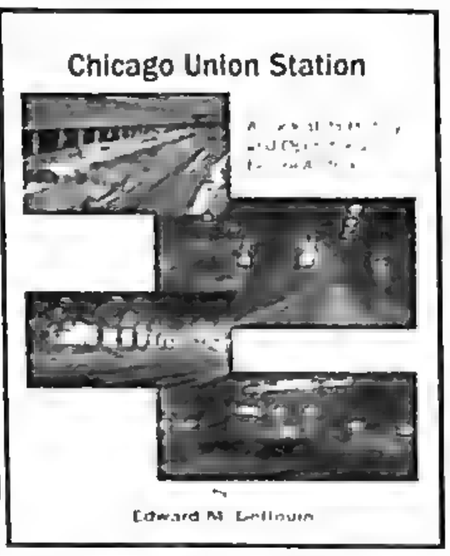

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—Dave Ingles

Dressing for railroad success

Many of us recall that our fascination with railroads began way back in childhood, and how our parents indulged us with miniature engineer's outfits. Richardson D. Benton was one of those understanding parents. Our "Fallen Flags Remembered" article on the Richmond, Fredericksburg & Potomac Railroad [Fall 2002] prompted Benton to reflect on visits he took with his young son to RF&P's Potomac Yard in the early 1950's.

Benton writes: "This picture [right] is of my son, Richard Benton, age 5. He wanted so badly to be a locomotive engineer. We outfitted him with railroad-type clothing and furnished him with a brakeman's lantern. On Sunday mornings, I took him to the RF&P yard in Alexandria, Va., where he would wave at passing trains and talk to any railroader who would listen to him. I'm sure he is greatly thrilled by this conversation with a real railroader."

RICHARDSON D. BENTON

Richard Benton (left) became an engineer of a different kind.

Benton goes on to say that, while his son never went into railroading, he did became an engineer. He's now retired from the U.S. Air Force after a career as a flight engineer.—*Rob McGonigal*

A group for the "old" NS

All our favorite "fallen flag" railroads continue to enjoy support through volunteer-run historical societies (or "SIG's," special interest groups). Contact information on more than 100 of them is available on our website, www.classictrainsmag.com (under "Resources," go to "Historical Societies"); MODEL RAILROADER lists them in print, once a year. Further, we now will publish address changes for existing groups, or announce new groups, in this column. One of the latter is for the old Norfolk Southern Railway (merged into the Southern Railway in the 1970's): Norfolk & Southern Historical Society, c/o Tony Reevy, Secretary, 2222 West Club Blvd., Durhan, MC 27705, e-mail reevys@msn.com. The group uses the name of an early predecessor, with the ampersand, to avoid confusion with today's Norfolk Southern Corp.

Our apologies . . .

In our Spring 2003 "Fast Mail" section [page 11] we ran a letter from Cornelius W. Hauck commenting on errors in the map accompanying Winter 2002's "Last Train on the Narrow-Gauge." In editing the letter, we changed it to read as if Hauck was asserting that Gato was in New Mexico. Gato is in Colorado, and Hauck, an authority on the Colorado-New Mexico narrow-gauge lines who was instrumental in establishing the Colorado Railroad Museum at Golden, did not state otherwise in his letter.

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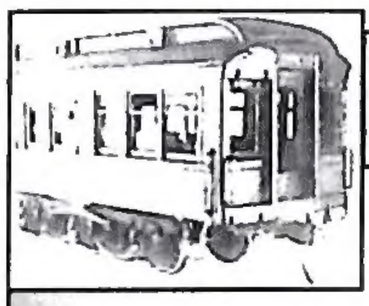

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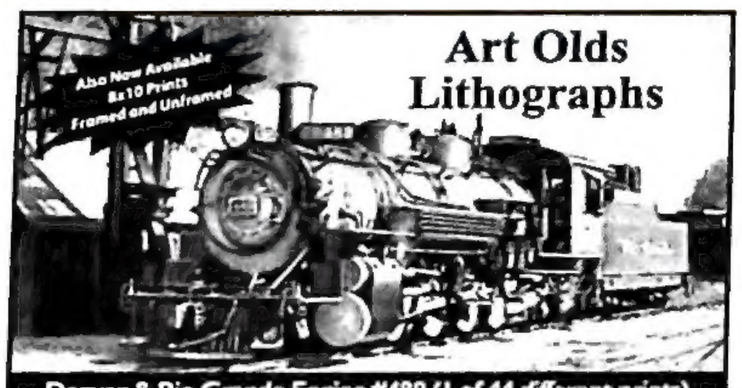

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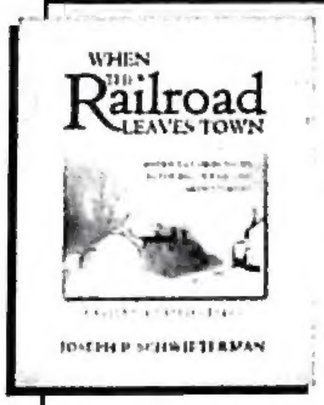

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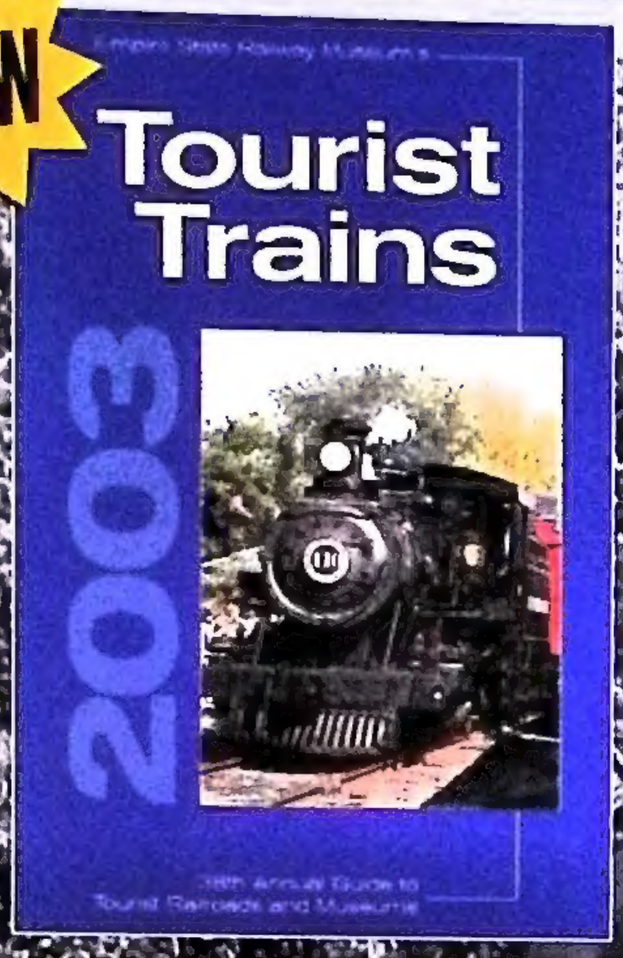

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